Quicksilver MX Preflight Checklist

Start at the nose of the craft and during your pre-flight, work around the Ouicksilver MX in a counter-clockwise manner. If any questions arise, consult the assembly instructions.

Note: Checking the "integrity" of a tube means to check for bends, dents, scratches, etc. Checking the "integrity" of a wire means to check wire ends for bolt and/or other fastener security, and to check for twisted or jammed thimbles. Wires should be free of kinks, frays, abrasions, broken strands, etc. Wires should be free of sagging, but not so tight that they "twang" when plucked.

1 a) Place helmet in seat.
b) Check controls for free and correct movement.
c) Check rudder (move stick side-to-side) teleflex cable integrity and connecting hardware.
d) Check elevator (fore and aft with stick) and connecting hardware.
e) Check spoilers (press pedals) and control line attachments and pulleys.
f) Check integrity of seat, lever throttle, seat mount assembly and attach point hardware.
g) Check seat support down tube integrity.
h) Check integrity of nose wires.
i) Check nose tire inflation and integrity of wheel pant.
j) Check forward integrity of landing gear-nose struts, foot bar, tension struts and connecting hardware.
k) Check integrity of triangle bar tubes and attach points including lower wing wire connections.

2 a) Walk under wing and check root tube integrity. Check all root tube bolts for security including kingpost attachment and height adjustment.
b) Check fuel tank mounting security, on-off valve position for 'ON' and check fuel quantity.
c) Check all fuel lines, the fuel pump and filter, and carburetor mount for integrity. Check the fuel tank cross over and if it contains impurities, drain until contamination is gone. Remember, water in the gas can cause engine failure!
d) Check pull starter and all engine components for obvious problems. Check spark plug caps, all mounting bolts and hardware for security.

3 a) Walking to your right, or toward left wing, look and feel down leading edge spar checking for dents, bends, etc. that may not be visible because of sail cloth covering.
b) Check integrity of leading edge wires.
c) Check spoiler control arm, bungee return, and control line.
d) Check integrity of compression struts and connectinq hardware.

4 a) Walk around left tip and sight and feel down trailing edge spar. Check integrity of ribs, and make sure they are fully in position.
b) Check integrity of trailing edge wires.

5 a) Check left and right main tire inflation and integrity of wheel pants.
b) Check axle, axle shaft and axle hardware for integrity.
c) Check integrity of landing gear down tubes and wires.
d) Check integrity of reduction unit and condition of belts, belt tracking and tension.
e) Check propeller condition (switch off) looking for cracks or deep nicks. Check prop hub, mounting bolts, and tip clearance.
f) Check muffler bracket, shaft coupler and bearings for security.
g) Check integrity of tail brace tubes.
h) Check integrity of tail booms and attach points.
i) Check that teleflex cable is attached to lower tail wire.

Look up at kingpost and visually check that all hardware is secure.

6 a) Check horizontal stabilizer spar and hardware integrity.
b) Check upper and lower tail wire integrity.
c) Check rudder frame tube integrity and check rudder hinge assemblies carefully.
d) Check integrity of rudder control cables.
e) Check elevator frame tube integrity and check elevator hinge assemblies carefully. elevator push/pull tube and LY of safety cable.
f) Check integrity of elevator push/pull tube and hardware and security of safety cable.
g) Look up at spoilers and see that they lie flat against the wing surface.

7 a) Move to right wing and check trailing edge spar and wire integrity.
b) Check all compression struts, ribs and spoiler lines for integrity.

8 a) Walk around right tip and check leading edge spar and wire integrity.

9 a) Check muffler integrity and attach point springs (safety wired).
b) Sit in the seat. Adjust and secure shoulder harness/seat belt.
c) Buckle your helmet (earplugs are suggested), and connect parachute "emergency recovery system" to aircraft in secure manner.
d) Check airspeed indicator integrity.
e) Check kill switch integrity.
f) Actuate all controls several times making sure you can comfortably reach throttle, control stick, spoiler pedals, pull starter and kill switch.

NOTE: This suggested outline for a Pre-Flight Inspection generally covers the critical areas that MUST be checked prior to each flight. In addition, EVERY component must be examined after construction, properly maintained, and correctly stored or transported to ensure structural integrity and safe flying characteristics of your Quicksilver MX