



Canadian Association of Rocketry Flight Data Sheet

Flyer's Name:		Pad #:
Rail Length:	Radio Frequency:	Expected Altitude:
Mass:	Total Impulse:	Thrust/Weight Ratio:
Rocket Name:		
Rocket Length:	Diameter:	
Kit Manufacturer:	Modified?	Colour(s):
Motors (number, type & manufacturer in each stage):		
Purpose of Flight: Certification Competition Sport		
Payload, Special Recovery/Ignition Systems, etc.:		
CAR #:	Launch:	Date:
LCO Post Flight Evaluation: Good Flight? Comments:		LCO Name:



Canadian Association of Rocketry Rocket Inspector Pre-Flight Inspection Checklist

<p>Propulsion</p> <p>Is the thrust to weight ratio high enough to assure safe flight?</p> <p>Is the thrust transfer ring or equivalent adequate to transfer motor thrust to airframe?</p> <p>Are all motors firmly retained to the vehicle?</p> <p>Is appropriate ignition source present for multi-stage or cluster? (i.e., low current, wired in parallel) ...</p> <p>If used, is motor deployment appropriate?</p> <p>If multiple stage, is system fail-safe in event of catastrophic failure during boost?</p> <p>If hybrid, is motor vent isolated from the deployment system, and visible from the LCO table?</p> <p>If hybrid, is the LCO familiar with the required launch procedure?</p> <p>Flight Estimation</p> <p>Has the maximum altitude been calculated using appropriate means?</p> <p>Has the maximum acceleration and velocity been calculated using appropriate means?</p> <p>Does the model have an adequate stability margin? (CG/CP relationship appropriate for the design)</p> <p>If multiple stages present, was stability margin calculated and shown for all stage configurations?</p> <p>Was the CP calculated using an appropriate method? (e.g., RockSim)</p> <p>Airframe</p> <p>Is the overall airframe structure adequate to withstand the anticipated flight forces?</p> <p>Are the fins secured to the airframe with adequate reinforcement?</p> <p>Are adequate launch guides present? (i.e., rail buttons, or tower)</p> <p>Recovery System</p> <p>Is the shock cord adequate to handle the forces of high speed deployment?</p> <p>Are the shock cord attachment points sufficient to handle the forces of high speed deployment?</p> <p>Is the parachute or streamer structurally sound, and adequately sized for safe recovery?</p> <p>Is adequate protection present to protect parachutes or streamers from ejection charges?</p> <p>Are deployment charges adequately sized, installed, sealed, and ground tested when appropriate?</p> <p>Are nosecone and payload sections sufficiently snug to prevent drag separation?</p> <p>(If shear pins installed previously, obtain Roaming RI check of above. Signature: _____)</p> <p>Is a vent-hole present to prevent in-flight separation at altitude?</p> <p>Is a redundant deployment system present if loaded vehicle mass is over 5 kg?</p> <p>Electronics</p> <p>Are all ejections charges safed? (i.e., shunted)</p> <p>Are all components adequately secured against acceleration forces? (i.e., batteries, connectors)</p> <p>Is the electronic circuit armed safely? (e.g., remote switches/indicators present to protect the user) ...</p> <p>If RF active control is used, is the operating frequency in the 27, 50, 53, or 72 MHz bands?</p> <p>If RF active control is used, has the system been ground tested?</p> <p>Does the flyer have a checklist or equivalent to arm the system prior to flight?</p>	RI Name (Print):	RI Signature:	Date:
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