

2. Aircraft Inspection:

In addition to the inspection schedule below the person inspecting this aircraft should also be conversant with the Periodic and Heavy Landing Inspection schedules in the RA-Aus Technical Manual and complete those inspections if relevant or necessary.

>>>>Ensure warning placards are correctly affixed on 19-xxxx registered aircraft<<<<

Inspect condition and operation of the following: Inspected -Comment

- Registration numbers on underside of port wing and on appropriate vertical surfaces? Yes/No
- All structure for integrity, deterioration and alignment Yes/No
- Airframe coverings for strength, wear and damage. Yes/No
- All control surfaces for bearing wear, and free play. Yes/No
- All exposed lock nuts, fasteners and clevis pins. Yes/No
- All bracing, control wires and swages. King-post/struts. Yes/No
- All main spar and fuselage tubes for roundness. Yes/No
- All tube to tube attachment points for wear, bolt hole ovality and bolt condition. Yes/No
- Landing gear attachment points. Yes/No
- Landing gear for deformation, wear, pivot and bearing condition. Yes/No
- Wheels, wheel bearings, tyres and tread depth. Yes/No
- Visibility through the windscreen and security of attachment. Yes/No
- Instrument panel for security, protrusions and condition of Instruments. Yes/No
- Cockpit for padding around structure close to pilot's head. Yes/No
- Cockpit for sharp or loose objects. Yes/No
- Parachute attachment and clearance [if fitted]. Yes/No
- Parachute packing expiry date [if fitted]. Yes/No
- Seat belts for condition and attachment, anchorage points for wear & load path Yes/No
- Seat belt release mechanism under load of at least 20 kg Yes/No
- All control linkages for wear and smooth operation - no free play. Yes/No
- Rudder, aileron and elevator stops. Yes/No
- Identify and inspect repairs and confirm that repairs are recorded in the Log Book Yes/No
- Comment on any unacceptable aeronautical practices present Yes/No

Comments:

