

“Pre-Pre-Flight Final Inspection Checklist” BEFORE YOU CALL THE INSPECTOR

Builder Responsibilities at Time of Inspection. Some of the points raised are really covered in the new Section 3.3.1 page 2 of the Tech Manual under “Issue of a Registration Certificate” which covers requirements for:

- the fireproof plate,
- required instruments,
- seat belts and
- placards.

Other requirements brought to attention by inspectors are:

- **RA-Aus Membership.** The test pilot must be a current member of RA-Aus and hold a valid RA-Aus Pilot's Certificate. (Yes, it's happened! – with an owner builder)
- **Builder's Log Book.** The Builder's Log Book required by the Tech Manual page 3.3.1-2 para 4 and certification of the pre-closure inspection (if conducted) at page 3.3.1-3 para f must be in a respectable format and available.
- **Weight and Balance.** A workable document giving weight and balance details is required.
- **Basic Fuel Calibration.** A basic fuel calibration is to have been carried out. Detail will depend on your system. Fuel bowser accuracies are quite adequate
- **Aircraft Maintenance Logbook.** An aircraft Maintenance Logbook appropriately prepared for the aeroplane (available from the RA-Aus Office at \$9.40 +p&p each) is required.
- **Inspection Checklist.** There must be a clear understanding with the inspector beforehand as to who will be providing the Inspection Checklist (The Appendix to Tech Manual Section 3.3 – this is only to be sure that one is actually available at the time). Photocopies of the pages of the manual will suffice, and it is recommended that three copies of the Certificate of Approval for Flight (3.3.1 page 5) be made: one for the inspector, one for the builder and one for onforwarding to the RA-Aus Office for processing of the registration.
- **Warning Placards.** The warning placards (page 3.3.1-2 para d) can be obtained beforehand from the RA-Aus Office, but they are normally supplied with the registration certificate after the final inspection form is processed by the RA-Aus. It might be good practice to request these at the time requesting a number allocation.
- **Registration Markings.** Please ensure that the aircraft has the required registration markings affixed to the port wing underside and either side of the fuselage or vertical stabiliser. Weight shift aircraft to have the registration markings on the port wing underside. Powered parachutes to have the registration markings on the kart.