

2. Aircraft Inspection :

Inspected

- Registration numbers on underside of port wing and on appropriate vertical surfaces? Yes/No
- Fuselage frame coverings for strength, wear and damage. Yes/No
- All wing and tail surfaces for tears, abrasions and UV damage. Yes/No
- All control surfaces for bearing wear and tear. Yes/No
- All exposed lock nuts, fasteners and clevis pins. Yes/No
- All bracing and control wires and swages. King-post/struts. Yes/No
- All main spar tubes and fuselage for roundness. Yes/No
- All tube to tube attachment points for wear and bolt hole ovality. Yes/No
- Landing gear attachment points. Yes/No
- Landing gear for deformation, wear and bearing condition. Yes/No
- Wheels, tyres and tread depth. Yes/No
- Visibility through the windscreen and security of attachment. Yes/No
- Instrument panel for security and protrusions. 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 belt and anchorage points. Yes/No
- Seat belt release mechanism under load of at least 20 kg Yes/No
- All control linkages for wear and smooth operation - no freeplay. Yes/No
- Rudder, aileron and elevator end stops. Yes/No
- Identify and inspect repairs and that repairs are recorded in the Log Book Yes/No
- Note wear and comment on any unacceptable aeronautical practices present Yes/No

Comments

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3. Power Plant and Propeller.

Engine make/model/serial number

Actual engine hours [from log book] since last complete overhaul.....Total engine hours

Inspect condition and operation of the following: Inspected

- All engine to airframe attachment points. Yes/No
- Throttle cable security with attention to both ends. Yes/No
- Throttle cable. Yes/No
- Throttle stops at the engine and the throttle lever. Yes/No
- All elements of the cooling system specific to the type. Yes/No
- All ignition components and positive security of spark plug connections Yes/No
- Ignition kill switch and leads for corrosion, repeated correct operation and security. Yes/No
- Starter mechanisms for integrity and operation Yes/No
- Fuel filter type and condition Yes/No
- Carburettor manifold and complete fuel system for air or fuel leaks. Yes/No
- Fuel pump and line attachment security. Yes/No
- Fuel tank and attachment points. Yes/No
- Fuel contents indicating system. Yes/No
- Fuel lines and primer bulb. Yes/No
- Engine instruments and sensors. Yes/No
- Exhaust:
 - Cracks, holes and welds. Yes/No
 - Movement in all flexible joints, spring effectiveness and integrity. Yes/No
 - Spring safety wiring, exhaust spacing from flammable objects Yes/No
- Reduction drive:
 - Belt condition, tension and bearing serviceability. Yes/No
 - Gearbox oil level, oil leaks, mounting security. Yes/No
- Propeller:
 - Drive line bearings and tracking, propeller nicks, cracks and delamination. Yes/No
 - Hub mounting bolts for correct torque and security. Yes/No

3. Power Plant and Propeller [Continued]

Inspected

- Identify and inspect repairs and that repairs are recorded in the Log Book Yes/No
- Note wear and comment on any unacceptable aeronautical practices present Yes/No

Comments:.....

4. General Condition of Aircraft:

Comment here on the general condition of the aircraft. For example, was the aircraft complete, fully rigged and did it appear to be in a flyable condition. If not what was the state of the aircraft. If possible a flight demonstration should be performed by the owner or owner nominated pilot in the presence of the inspector.

Pilot's name, RA-Aus number and experience on type: [The experience of the pilot should be taken into account when assessing comments as to the handling of the aircraft]

Name:.....RA-Aus No

Experience on Type:

Date and time of test:

Flying conditions at the time of the test:.....

The pilot should conduct a normal full power take-off at maximum take off weight, climb to 1000' AGL, reduce throttle to cruise power, perform a left and a right 360 degree turn with at least 30 degrees angle of bank and carry out 2 or 3 circuits and landings. On this or a subsequent flight, not necessarily in the view of the inspector, the pilot should climb the aircraft to a safe height and perform a number of straight stalls.

Comments on flight observed by inspector and from pilot on general handling and stall characteristics:

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