

# Cheetah-XLS

BY RAINBOW SKYREACH

## Aircraft Maintenance Schedule

In accordance with SA CATS 44.01.6

For

Aircraft: \_\_\_\_\_





AIRCRAFT MAINTENANCE SCHEDULE

# Cheetah-XLS

NOSE-WHEEL AND TAIL-DRAGGER  
FITTED WITH ROTAX 912ULS ENGINE

APPROVED FLIGHT MANUAL PART NUMBER: BCAS-NT-001-001
AIRCRAFT TYPE: CHEETAH – BUSHCAT*
DATE OF ISSUE: 17 March 2020



**AIRCRAFT MAINTENANCE SCHEDULE ACCEPTANCE PAGE**

1. The procedures set out here in document BCAS-NT-001-000 form the Aircraft Maintenance Schedule required by Part 24.01.2 read together with SA CATS 44.01.6, SA CATS 44.021 and SA CATS 44.03.2 of the South African Civil Aviation Regulations, as amended, to show how the Certificate holder will comply with said Regulations.
2. The certificate holder is to ensure that all members of the staff, AP or AME are familiar with such procedures as set out herein that relate to their duties and that such procedures are followed at all times.
3. The certificate holder is also to ensure that in exercising the procedures laid out in the Aircraft Maintenance Schedule, the provisions of the South African Civil Aviation Regulations, as amended, are complied with at all times.
4. No amendments shall be made to this Aircraft Maintenance Schedule without the written approval of the Director. When accepted (by means of a signature on the list of effective pages and acceptance letter issued), such amendments shall be incorporated and implemented immediately.

Signed:

\_\_\_\_\_  
DIRECTOR OF CIVIL AVIATION

Date:

\_\_\_\_\_



## **INTRODUCTION TO THE CHEETAH SERIES**

This manual may be used for Cheetah-XLS / BushCat aircraft, but not the original Cheetah model. The aircraft identification plate shall also bear the Cheetah-XLS name. The term “BushCat” is purely a marketing term that refers to later models of the Cheetah-XLS, which is the second generation Cheetah aircraft and a development from the original Cheetah

## **AIRCRAFT MAINTENANCE SCHEDULE DISCLAIMER**

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## ISSUES AND REVISIONS

This aircraft maintenance schedule may be revised and amended periodically and as a result new issues and revisions will be made and published. Revisions will be made to rectify small changes or errors with this manual which do not change page numbering. Corrected pages simply replace existing pages. New issues will be released if major changes to this manual are made and page many or all page numbers change. If this manual has been shipped with an aircraft it will be suitable for the aircraft and subsequent issues will not be required for it to be complete - i.e., a later issue operating manual will only be applicable to aircraft shipped after that particular issue. If revisions are published you will be notified by SkyReach or by your distributor as they will apply to the correctness of your manual. It should be noted that all revisions and revisions are available on the SkyReach website as downloadable PDF files. The part number of your manual (shown on the front cover) will have the following format:

**BCAS-NT-aaa-bbb**

The first two parts show that it is a Cheetah-XLS aircraft maintenance schedule for nose-wheel and tail-dragger variants. The numbers replacing 'aaa' show the issue number of your manual, and the numbers replacing 'bbb' indicate the latest revision which has been included in this manual. If you receive a revision to your manual, your manual number will change in the 'bbb' section.

A record of issues and revisions are given on the following page.



## RECORD OF ISSUES AND REVISIONS

The following issues have led to this current issue:

<u>Issue Number</u>	<u>Date Published</u>	<u>Notable Changes</u>
001	21 Feb 2020	Original

The following revisions have been included in this issue. Please document further amendments in the blank spaces provided:

<u>Revision Number</u>	<u>Date Published</u>	<u>Notable Changes</u>
000	N/A	Original (No revisions)
001	17/03/2020	Front cover page amended.



## LIST OF EFFECTIVE PAGES

The following table lists the most up-to-date revision for each page:

<u>Page</u>	<u>Issue- Rev No.</u>	<u>Date Effective</u>	<u>Page</u>	<u>Issue- Rev No.</u>	<u>Date Effective</u>	<u>Page</u>	<u>Issue- Rev No.</u>	<u>Date Effective</u>
1	001-001	21-02-2020	2	001-000	21-02-2020	3	001-000	21-02-2020
4	001-000	21-02-2020	5	001-000	21-02-2020	6	001-000	21-02-2020
7	001-000	21-02-2020	8	001-000	21-02-2020	9	001-000	21-02-2020
10	001-000	21-02-2020	11	001-000	21-02-2020	12	001-000	21-02-2020
13	001-000	21-02-2020	14	001-000	21-02-2020	15	001-000	21-02-2020
16	001-000	21-02-2020	17	001-000	21-02-2020	18	001-000	21-02-2020
19	001-000	21-02-2020	20	001-000	21-02-2020	21	001-000	21-02-2020
22	001-000	21-02-2020	23	001-000	21-02-2020	24	001-000	21-02-2020
25	001-000	21-02-2020	26	001-000	21-02-2020	27	001-000	21-02-2020
28	001-000	21-02-2020	29	001-000	21-02-2020	30	001-000	21-02-2020
31	001-000	21-02-2020	32	001-000	21-02-2020	33	001-000	21-02-2020
34	001-000	21-02-2020	35	001-000	21-02-2020	36	001-000	21-02-2020
37	001-000	21-02-2020	38	001-000	21-02-2020	39	001-000	21-02-2020
40	001-000	21-02-2020	41	001-000	21-02-2020	42	001-000	21-02-2020
43	001-000	21-02-2020	44	001-000	21-02-2020	45	001-000	21-02-2020
46	001-000	21-02-2020	47	001-000	21-02-2020	48	001-000	21-02-2020
49	001-000	21-02-2020	50	001-000	21-02-2020	51	001-000	21-02-2020
52	001-000	21-02-2020	53	001-000	21-02-2020	54	001-000	21-02-2020
55	001-000	21-02-2020	56	001-000	21-02-2020	57	001-000	21-02-2020
58	001-000	21-02-2020	59	001-000	21-02-2020	60	001-000	21-02-2020
61	001-000	21-02-2020	62	001-000	21-02-2020	63	001-000	21-02-2020
64	001-000	21-02-2020	65	001-000	21-02-2020	66	001-000	21-02-2020
67	001-000	21-02-2020	68	001-000	21-02-2020	69	001-000	21-02-2020
70	001-000	21-02-2020	71	001-000	21-02-2020	72	001-000	21-02-2020
73	001-000	21-02-2020	74	001-000	21-02-2020	75	001-000	21-02-2020
76	001-000	21-02-2020	77	001-000	21-02-2020	78	001-000	21-02-2020
79	001-000	21-02-2020	80	001-000	21-02-2020	81	001-000	21-02-2020
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## FEEDBACK FORM

Please use the following form to notify us of any improvements or corrections needed, as well as for continued operational safety reporting or for an owner's change of address notice. After completing the form please fax or email it to the relevant contact details that may be found on our website. In addition, please keep a copy of the completed form in your Aircraft Maintenance Schedule.

Name:

Email:

Phone Number:

Date:

Cheetah-XLS Serial Number:

Registration number:

Feedback information:



**AIRCRAFT ACCEPTANCE FORM**

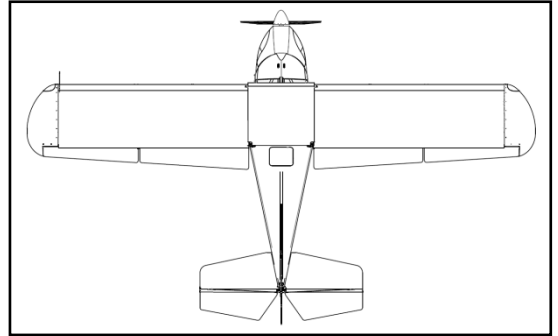
Customer Name: \_\_\_\_\_

Date: \_\_\_\_\_

Aircraft Reg.: \_\_\_\_\_

Aircraft Type: \_\_\_\_\_

Aircraft S/N: \_\_\_\_\_



Fuel Quantity:  
 \_\_\_\_\_

<b>Goods in Aircraft</b>	<b>Y</b>	<b>N</b>
Pilots Operating Handbook		
Mass & Balance		
Equipment List		
Flight Folio		
Certificate of Registration		
ATF / PFA		
Radio Station License		
Fire Extinguisher		
First Aid Kit		
Signal ST		
Fuel Tester		
Keys		
Spare Keys		
Headsets		
Control Locks		
Pitot Cover		
Instrument Cover		
Sun Shield		
Prop Straps		
Cowl Plug		
Chocks		
<b>EXTRAS</b>		
1.		
2.		
3.		
4.		
5.		

Aircraft Signed IN by Customer:  
 Name: \_\_\_\_\_  
 Signature: \_\_\_\_\_

Aircraft Signed IN by AMO/AP  
 Technician:  
 Name: \_\_\_\_\_  
 Signature: \_\_\_\_\_

Aircraft Signed OUT & Ready for  
 Collection by the AMO / AP  
 Technician:  
 Name: \_\_\_\_\_  
 Signature: \_\_\_\_\_

Aircraft Signed OUT & Collected by  
 Customer:  
 Name: \_\_\_\_\_  
 Signature: \_\_\_\_\_



## AMO MPI & CHECKLISTS

A/C TYPE	
A/C SERIAL NO.	
ENGINE SERIAL NO.	
PROPELLER SERIAL NO.	
A/C REGISTRATION	
DATE	
HOBBS HOURS	

See SA – CATS 44.01.6 for the minimum standards of maintenance Annexure A as amended as well as the latest revision of the:

Airframe Maintenance Manual          Revision No: \_\_\_\_\_          Dated: \_\_\_\_\_

Airframe Detailed Procedures Manual    Revision No: \_\_\_\_\_          Dated: \_\_\_\_\_

Engine maintenance Manuals            Revision No: \_\_\_\_\_          Dated: \_\_\_\_\_

Any provisions set out in this checklist that are not applicable to the work being performed should be marked "N/A" and signed in confirmation. **(No entries should be left blank)**



## SUMMARY OF INSPECTION AND SERVICE INTERVALS

**Table 1: Summary of inspection and service intervals**

Inspection / service item	Intervals - hours																				
	25*	50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800	850	900	950	1000
100 hour airframe inspection & service			X		X		X		X		X		X		X		X		X		X
100 hour engine inspection	X		X		X		X		X		X		X		X		X		X		X
200 hour engine inspection					X				X				X				X				X
500 hour airframe inspection											X										X
600 hour engine inspection													X								
1000 hour engine inspection																					X
Oil change**		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

\* In order to demonstrate continued airworthiness, an engine must be inspected after the first 25 hours of operation. The checks performed at the 25hr inspection are the same as for the 100 hour inspection. This applies to both newly delivered engines and to overhauled engines.

\*\* 50 hour oil changes are only applicable for aircraft using leaded AVGAS more than 30% of the time.

## AIRFRAME PERIODIC INSPECTIONS AND SERVICES

The airframe manufacturer requires periodic inspections and service items which must be performed at 100 hour intervals or annually, whichever comes first, in accordance with the procedures detailed below. This means that every 100 hours of operation (provided the date limit is not exceeded), a 100 hour inspection must be carried out.

Additional inspections and service items are also tabulated below. When they become due, they must be done in addition to the 100 hour inspection.

For intervals between maintenance work, a tolerance of  $\pm 10$  hours is permissible, but these tolerances must not be exceeded. This means that if a 100 hour check is actually carried out at 110 hours, the next check will be due at 200 hours  $\pm 10$  hours, not 210 hours  $\pm 10$  hours.

If the maintenance is performed before the prescribed interval, the next maintenance check is to be done at the same interval. (For example, if the first check is done at 87 hours of operation, the next 100 hour check must be carried out after 187 hours of operation.)

If the airframe has less than 100 hours of operation during one year, a 100 hour check must be carried out. For the annual inspection a tolerance of  $\pm 2$  months is given.

## AIRFRAME 100 HOUR / ANNUAL INSPECTION

**Table 2: Airframe 100 hour / annual inspection**

SCOPE AND DETAILS OF THE CHEETAH-XLS AIRFRAME 100 HOUR / ANNUAL INSPECTION			
Each person performing the inspection shall complete paragraphs A through J.			
A)		Pre- Inspection action	PASS    FAIL
	Each person to carry out the Cheetah-XLS 100 hour inspection will open the cockpit doors, baggage area and wing inspection area zippers and remove centre console inspection panels.		
B)		Fuselage and Hull	PASS    FAIL
1)System and components	Inspect all systems and components for improper installation, apparent defects and unsatisfactory operation. Complete a detailed inspection including: <ol style="list-style-type: none"> <li>1. Check all bolts and nuts are properly fastened.</li> <li>2. Check that torque seal is intact.</li> <li>3. Check that the fuel pump and gascolator are securely attached.</li> <li>4. Check the operation of the fuel drain valves.</li> <li>5. Check the security of the fuel tank.</li> <li>6. Check the top fuselage cables are tensioned to a tension of 80kg (176 lbs.) (a tolerance of <math>\pm 5\%</math> is acceptable).</li> <li>7. Check the symmetry of the top fuselage cables. Both cables should be the same length, while satisfying the load</li> </ol>		



	<p>conditions in point 7 above.</p> <ol style="list-style-type: none"> <li>8. Check the tension of the elevator and rudder control cables according to the values specified in sections 2.3.3 and 2.3.4 respectively of the detailed maintenance procedures manual.</li> <li>9. Check the fuselage sail condition and tension.</li> <li>10. Check the zip operation.</li> <li>11. Check that the information plate is fitted.</li> <li>12. Check the condition of all placards.</li> </ol>		
2) Safety wire, cable and turnbuckle inspection.	<p>Inspect the structural elements of the fuselage, including a detailed inspection of the structural cables (refer to section 2.1.9 in the Detailed Procedures Manual), turnbuckles and locking wire holding the turnbuckles in position. Ensure there is no:</p> <ol style="list-style-type: none"> <li>1. Evident distortion of the turnbuckle,</li> <li>2. Missing or loose locking wire</li> <li>3. Fraying evident on the cable.</li> </ol>		
<b>C) Cabin and Cockpit</b>		<b>PASS</b>	<b>FAIL</b>
1) General	<p>Inspect for cleanliness and loose equipment that might foul the operation of the flight controls. Conduct a detailed inspection of the cabin including:</p> <ol style="list-style-type: none"> <li>1. Check all bolts and nuts are properly fastened. <ol style="list-style-type: none"> <li>a. Check particularly that the M6 bolt installed inverted in the axis tube aft of the joystick butterfly assembly in front of the centre console is present and tight.</li> </ol> </li> <li>2. Check that the torque seal on all critical fasteners is intact.</li> <li>3. Check the condition of all placards.</li> </ol>		
2) Seats and Safety belts	<p>Inspect the seats for poor condition, any apparent defects and ensure correct operation of harnesses. Check also for the presence of the "ASTM compliance" seatbelt sticker on the tube aft of the seatbelt attachment.</p>		
3) Windows and windshield	<p>Inspect for cracks, deterioration due to ultraviolet rays, surface scratches and transparency.</p>		
4) Instruments	<p>Inspect for condition, mounting, markings, and proper operation. Check pitot static connections are secure.</p>		
5) Controls	<p>Complete a detailed inspection including:</p> <ol style="list-style-type: none"> <li>1. Check the operation of the throttle levers.</li> <li>2. Check the operation of the choke lever.</li> <li>3. Check operation of the elevator trim tab in response to control input.</li> <li>4. Check the aileron movement in response to control input.</li> <li>5. Check the flap movement in response to control input.</li> <li>6. Check the rudder movement in response to control</li> </ol>		



	input.		
6) Batteries	Inspect for proper installation and correct charge.		
7) All systems	Inspect for proper installation, general condition, obvious defects and security of attachment. Check all bolts and nuts are properly fastened and that the torque seal is intact.		
8) Tie wraps	Inspect all tie wraps for general condition, any cracking and proper tightness. Replace if defects are found.		
<b>D)</b>	<b>Engine Bay / Mount</b>	<b>PASS</b>	<b>FAIL</b>
1) Engine Bay	Conduct a visual inspection of the engine bay. Check for: <ul style="list-style-type: none"> <li>1. Any signs of oil / fuel leakage.</li> <li>2. Discolouring and warping, as this may indicate overheating.</li> </ul>		
2) Fasteners	Inspect all studs, bolts and nuts for: <ul style="list-style-type: none"> <li>1. Surface damage</li> <li>2. Secure seating</li> <li>3. Locking wire (as applicable)</li> <li>4. Torque seal intact.</li> <li>5. Other visually evident damage.</li> </ul>		
3) Installation	<ul style="list-style-type: none"> <li>1. Inspect for proper installation and security of all fasteners.</li> <li>2. Inspect engine mount for cracks and corrosion.</li> </ul>		
4) Vibration mounts	Inspect engine mount rubbers for condition deterioration and security of attachment.		
5) Controls	Inspect the controls to the engine for deterioration, proper installation, correct travel and correct safe tying.		
6) Exhaust	<ul style="list-style-type: none"> <li>1. Inspect for proper security of installation, cracks and obvious defects.</li> <li>2. Inspect exhaust springs for corrosion and breakages.</li> <li>3. Check exhaust outlet pipes for cracks, corrosion and security of attachment.</li> </ul>		
7) Accessories	Conduct a visual inspection of the radiator and lines to check for: <ul style="list-style-type: none"> <li>1. Visible damage</li> <li>2. Discoloration or cracking of the lines.</li> </ul>		
8) Systems and Functionality.	Inspect all systems for security of installation, condition and obvious defects. This will include detailed inspections of: <ul style="list-style-type: none"> <li>1. Check the security of carburettors and air filters.</li> <li>2. Check the engine starting mechanism.</li> <li>3. Check the engine ignition switches.</li> </ul>		
9) Cowling	Inspect for cracks, chafing marks, condition of fasteners and signs of overheat.		





E) Fuel System		PASS	FAIL
1) Fuel tank	Inspect for leakage from fuel drains. Check for sail stains (In flight leakage will stain fuselage sail).		
2) Fuel lines – tank to firewall	Inspect fuel lines from tank to firewall. Check outer surface for abrasions or any visible damage.		
3) Fuel lines – engine side of firewall	Inspect fuel lines on engine side of firewall. Pull back protective foam near each junction and check condition of fuel line surface.		
4) Fuel Filters	With reference to section 2.6.2 in the Detailed Procedures Manual, inspect the fuel filters for debris and replace. In the event of high debris content being evident on the outside of the mesh, increase the fuel filter replacement frequency to 50 hours.		
F) Landing Gear		PASS	FAIL
1) Complete assembly	<ol style="list-style-type: none"> <li>Inspect for condition, security of attachment. Check that all bolts and nuts are properly fastened and that the torque seal is intact on all critical fasteners.</li> <li>Inspect gear stop-shift pin for security.</li> </ol>		
2) Shock absorbers (nose)	Inspect for proper freedom of movement, evidence of fluid leakage, deterioration and condition of spring.		
3) Construction	Inspect the members, attachment hard points and attachment brackets. Also inspect bolts for excessive wear and general condition. Check the operation of the front suspension.		
4) Wheels	Inspect for proper inflation (Check tyre pressure). Ensure the gear is still centred. Check for cracks and assess the wheel bearing condition. Check the wheels for correct alignment.		
5) Brakes	<ol style="list-style-type: none"> <li>Inspect hydraulic brake lines for integrity and correct operation.</li> <li>Inspect brake system for proper hydraulic bleeding and adjustment.</li> </ol>		
6) Tyre	Inspect the tyres for general condition, wear and proper inflation.		
7) Safety wire, turnbuckles and cables.	Where applicable, inspect all cables for fraying, turnbuckles for signs of deformation, and ensure that safety wire is not loose or absent.		
G) Wing and Centre Section		PASS	FAIL
1) Complete assembly	Inspect the condition of the wing and centre section components for general condition, fabric deterioration, distortion, evidence of failure, correct operation of components, security of attachment and installation. Complete a detailed inspection including:		



	<ol style="list-style-type: none"> <li>1. Check all bolts and nuts are properly fastened.</li> <li>2. Check that the torque seal on all critical fasteners is intact.</li> <li>3. Check the free and correct movement of control surfaces.</li> <li>4. Check that control cables do not rub against structure (unless protection is fitted).</li> <li>5. Check that aileron deflections are equal on both sides.</li> <li>6. Check that flap deflections are equal on both sides.</li> <li>7. Check the wing tension cables are tensioned to 160kg (353lbs) (±5%).</li> <li>8. Check the symmetry of the wing cables.</li> <li>9. Check aileron control cable tensions according to the values specified in section 2.3.1 of the detailed maintenance procedures manual.</li> <li>10. Check sail condition and tension on all control surfaces.</li> <li>11. Check zip operation.</li> <li>12. Check the security of attachment of all junctions on the wing.</li> <li>13. Check the security of attachment of all batten pouches to the aircraft skin and the security of the battens in their pouches.</li> </ol>		
2) Safety wire, turnbuckles and cables.	Where applicable, inspect all cables for fraying, turnbuckles for signs of deformation, and ensure that safety wire is not loose or absent.		
H)	Empennage	PASS	FAIL
1) Complete assembly	<p>Inspect the condition of the empennage section components for general condition, fabric deterioration, distortion, evidence of failure, correct operation of components, security of attachment and installation. Complete a detailed inspection including:</p> <ol style="list-style-type: none"> <li>1. Check all bolts and nuts are properly fastened.</li> <li>2. Check that the torque seal on all critical fasteners is intact.</li> <li>3. Check the free movement of control surfaces.</li> <li>4. Check that elevator deflections are equal on both sides. Refer to section 2.3.2 of the detailed maintenance procedures manual as applicable.</li> <li>5. Check the upper stabilizer cable tension is 60kg (132lbs) ±5%.</li> <li>6. Check sail condition and tension on all control surfaces.</li> <li>7. Check zip operation.</li> </ol>		



2) Safety wire, turnbuckles and cables.	Where applicable, inspect all cables for fraying, turnbuckles for signs of deformation, and ensure that safety wire is not loose or absent.		
I) Propeller		PASS	FAIL
1) Propeller	Inspect for cracks, erosion and delamination.		
2) installation	Inspect the installation of the propeller for security of the fasteners and safety devises.		
3) Spinner	Inspect for damage and security of attachment.		
4) Attachment	Verify that the torque values of the attachment bolts are still correct at 25Nm as per the Kiev website.		
J) Avionics and Electrical Systems		PASS	FAIL
1) Radio and Electronics	<p>Inspect for correct installation and security of attachment.</p> <ol style="list-style-type: none"> <li>1. Check intercom and radio squelch of com radio. Ensure no feedback is heard.</li> <li>2. Check all lights, fuel pump and other installed electronics devices.</li> </ol>		
2) Wiring and conduits	<p>Conduct a detailed inspection including:</p> <ol style="list-style-type: none"> <li>1. Check the wiring is properly secured and not obstructing movement of occupants or controls.</li> <li>2. Check all connectors for secure contact.</li> <li>3. Check all aircraft wiring harnesses are secured and not in contact with hot surfaces.</li> <li>4. Check all fuses are correct current rating.</li> <li>5. Remove all panel mount fuses and test each fuse circuit individually.</li> </ol>		
3) Bonding and shielding	Security of installation and obvious damage or defects.		
4) Antenna	Security of installation and obvious damage or defects.		
5) ELT	Annual inspection must be carried out as per the specific ELT inspection manual.		



Inspection Findings:

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**AIRFRAME ADDITIONAL ITEM 500 HOUR INSPECTION**

**Table 3: Airframe Additional Item / 500 Hour Inspection**

SCOPE AND DETAILS OF THE <b>CHEETAH-XLS AIRFRAME ADDITIONAL ITEM 500 HOUR INSPECTION</b>				
Each person performing the inspection shall complete paragraphs A through B.				
A)		Elevator Control Hinge Bolt Inspection	PASS	FAIL
1) Bolt inspection.	Remove bolt, washers and nut and inspect for any signs of imminent failure indications such as: <ol style="list-style-type: none"> <li>1. Looseness.</li> <li>2. Surface damage.</li> <li>3. Bending or distortion.</li> </ol>			
B)		Tri-laminate inspection	PASS	FAIL
2) Tri-lam inspection.	Perform a detailed visual inspection on the Tri Laminate skin covering for deterioration, distortion, other evidence of failure and defective or insecure attachments or fittings.			



Inspection Findings:

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**AIRFRAME 100 HOUR / ANNUAL SERVICE**

**Table 4: Airframe 100 hour / annual service**

SCOPE AND DETAILS OF THE CHEETAH-XLS AIRFRAME 100 HOUR / ANNUAL SERVICE		
Each person performing the inspection shall complete paragraph A		
A) Replacement items		
Spark plugs	Replace on 100 hour inspection (refer to section 2.5.7 in the “Detailed Procedures Manual”)	
Oil	Complete an oil change and replace the oil as per section 2.7.4 in the “Detailed Procedures Manual”.	
Oil filter	Replace the oil filter after inspection (refer to section 2.7.3 in the “Detailed Procedures Manual”).	
Fuel Filters	Should the inspection deem it necessary, replace the fuel filters as per section 2.6.2 in the “Detailed Procedures Manual”.	
Air filters	Should the inspection deem it necessary, replace the air filter as per section 2.5.3 in the “Detailed Procedures Manual”.	

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## ENGINE PERIODIC INSPECTIONS AND SERVICES

The engine manufacturer requires periodic inspections which must be performed at 25, 100, 200 and 600 hours in accordance with the ROTAX Line Maintenance Manual. This means that every 100 hours of operation a 100 hour check must be carried out. Every 200 hours of operation, a 100 hour inspection and the additional 200 hr inspection items must be carried out.

**Table 5: Summary of engine inspection intervals**

	Intervals - hours								to	2000 hr
	25 hr	100 hr	200 hr	300 hr	400 hr	500 hr	600 hr	700 hr		
100 hr	X	X	X	X	X	X	X	X	X	X
200 hr			X		X		X			
600 hr							X			

\* This was included from the ROTAX maintenance manual for line maintenance / heavy maintenance for the reader's convenience. While every effort has been made to provide a true and up to date representation of the ROTAX inspections, should the ROTAX manuals differ from the instructions presented here, the ROTAX manual supersedes this manual in all cases.

### The Engine 100 Hour Inspection

In order to demonstrate continued airworthiness, an engine must be inspected after every 100 hours of operation or after every 12 month period, whichever comes first.

For intervals between maintenance; a tolerance of  $\pm 10$  hours is permissible, but these tolerances must not be exceeded. This means that if a 100 hour check is actually carried out at 110 hours, the next check will be due at 200 hours  $\pm 10$  hours, not 210 hours  $\pm 10$  hours.

If the maintenance is performed before the prescribed interval, the next maintenance check is to be done at the same interval. (For example, if the first check is done at 87 hours of operation, the next 100 hour check must be carried out after 187 hours of operation.

If the engine has less than 100 hours of operation during one year, a 100 hour check must be carried out. For the annual inspection a tolerance of  $\pm 2$  months is given.

### The Engine 25 Hour Inspection

In order to demonstrate continued airworthiness, an engine must be inspected after the first 25 hours of operation.

The checks performed at the 25 hour inspection are the same as for the 100 hour inspection. This applies to both newly delivered engines and to overhauled engines.





**ENGINE 100 HOUR ANNUAL INSPECTION**

**Table 6: Engine 100 hour / annual inspection**

SCOPE AND DETAILS OF THE <b>ROTAX ENGINE100 HOUR / ANNUAL INSPECTION&amp; SERVICE</b> 1. & 2. Each person performing the inspection shall complete paragraphs A through Q			
A) PRE- Inspection action		PASS	FAIL
	Each person to carry out the Cheetah-XLS Rotax Engine 100 hour inspection will remove the engine cowling to conduct the inspection.		
B) Engine Visual Inspection		PASS	FAIL
General	<p>A general visual inspection of the engine for damage or abnormalities needs to be conducted in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 3.</p> <p>The cooling air duct and cooling fins of the cylinders need to be checked for obstructions, cracks, wear and condition.</p> <p>Particular note should be taken of changes due to temperature influence.</p>		
Sensor inspection	<p>A visual inspection of the temperature sensor and the oil pressure sensor needs to be conducted. Check:</p> <ol style="list-style-type: none"> <li>1. Sensor fit.</li> <li>2. Sensor general condition.</li> </ol>		
Coolant hose inspection	<p>Inspect all coolant hoses for damage in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, SECTION 9.1. Check for:</p> <ol style="list-style-type: none"> <li>1. Leakage</li> <li>2. Hardening from heat</li> <li>3. Porosity</li> <li>4. Loose connections</li> <li>5. Secure attachment</li> </ol> <p>Verify the routing of the hoses if free of kinks and restrictions.</p>		
Water pump inspection	Carry out the visual inspection of leakage bore at the base of the water pump for signs of leakage in accordance with the ROTAX line maintenance manual, Ch.12-20-00, section 4.		
Expansion tank	<p>Inspection the expansion tank for damage and abnormalities in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 9.1,9.4 and in accordance with the ROTAX line maintenance manual, Ch. 12-10-00, section 3.1</p> <ol style="list-style-type: none"> <li>1. Check the coolant level, replenish as necessary.</li> </ol>		



	<ol style="list-style-type: none"> <li>2. Inspect the radiator cap.</li> <li>3. Inspection the protective rubber on the expansion tank base for the correct fit.</li> </ol>		
Oil line inspection	<p>Inspect all oil lines in accordance with the ROTAX line maintenance manual, Ch.12-20-00, section 4. Check all lines for:</p> <ol style="list-style-type: none"> <li>1. Damage</li> <li>2. Leakage</li> <li>3. Hardening from heat</li> <li>4. Porosity</li> <li>5. Security of connections and attachments.</li> </ol> <p>Verify the routing is free of kinks and restrictions.</p>		
Fuel line inspection	<p>Inspect all fuel lines in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 4. Check for:</p> <ol style="list-style-type: none"> <li>1. Damage</li> <li>2. Leakage</li> <li>3. Hardening from heat</li> <li>4. Porosity</li> <li>5. Security of connections and attachments.</li> </ol> <p>Verify the routing is free of kinks and restrictions.</p>		
Wiring inspection	Inspect the wiring and its connection for secure fit, damage and signs of wear in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 13.1.		
Fuel filter inspection	Visually inspect the translucent casing of the fuel filter for evidence of excessive debris. Cut the fuel filters open and ascertain the nature of the debris on a white background for clarity and replace the fuel filters. If there is evidence of excessive debris, increase the service interval to 50 hours. (Refer to section 2.6.2 of the "Detailed Procedures Manual".		
<b>C) Magnetic Plug</b>		<b>PASS</b>	<b>FAIL</b>
Magnetic plug inspection	Check the magnetic plug in accordance with the ROTAX line maintenance manual, Ch. 12-20-00. Section 12 (Reproduced in section 2.5.5. of the "Detailed Procedures Manual" for convenience).		
<b>D) Fuel Shut off Valve Check.</b>		<b>PASS</b>	<b>FAIL</b>
Fuel Shut off valve.	To test the fuel shut off valve, start the engine as per the start-up procedure in the POH, then use the fuel shut off to shut the engine down to ensure that it is operational. This can form part of the engine test run.		
<b>E) Checking the engine suspension</b>		<b>PASS</b>	<b>FAIL</b>
Engine suspension	Inspect the engine suspension and fasteners for secure fit in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 3.1.		



inspection	<p>Include checks for:</p> <ol style="list-style-type: none"> <li>1. Damage from heat</li> <li>2. Deformation</li> <li>3. Cracks</li> </ol>		
F) Checking the air intake system		PASS	FAIL
Air intake inspection	<p>Inspect suspension and fasteners for secure fit including checks for:</p> <ol style="list-style-type: none"> <li>1. Damage from heat</li> <li>2. Deformation</li> <li>3. Cracks.</li> </ol>		
G) Engine external parts		PASS	FAIL
External parts	Inspect all the screws and nuts of all external parts for tight fit. Inspect and replace safety wiring as necessary.		
H) Engine cleaning		PASS	FAIL
Engine Cleaning.	Clean engine in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 1. (Reproduced in section 2.5.1 of the "Detailed Procedures Manual" for convenience).		
I) Checking the air filter		PASS	FAIL
Air filter inspection	Check the air filter in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 2. (Reproduced in section 2.5.2 of the "Detailed Procedures Manual" for convenience).		
J) Checking the carburettors		PASS	FAIL
Idle Speed Check	Check the idle speed in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 10.3.1.		
Actuation	<p>Check for free movement of the carburettor actuation controls (throttle lever and starting carburettor) in accordance with the ROTAX line maintenance manual, Ch.12-20-00, section 10.6.</p> <p>Check that the Bowden cable allows the full travel of the throttle lever from stop to stop.</p>		
Synchronization	Check mechanical and pneumatic synchronisation of the carburettor in accordance with the ROTAX line maintenance manual, Ch.12-20-00, sections 10.1, 10.2 and 10.3. (Reproduced in section 2.6.3. of the "Detailed Procedures Manual" for convenience).		
K) Spark Plugs		PASS	FAIL
Spark plug inspection	Remove all spark plugs and check the heat range designation, clean, check electrode gap and adjust if necessary in accordance with the ROTAX line maintenance manual, Ch 12-20-00, section 13.2. (Reproduced in section 2.5.6 of the "Detailed Procedures Manual" for convenience).		



	Replace as necessary. (Refer to section 2.5.7. in the “Detailed Procedures Manual”)		
L)	Checking the Propeller Gearbox	PASS	FAIL
Friction torque check	<p>Check the friction torque in rotation on gearbox with overload clutch in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 14.1.</p> <p>Actual friction torque _____ Nm (in. Lbs)</p>		
M)	Oil Change	PASS	FAIL
Draining oil	Drain oil from tank in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 11.2. 3. (Reproduced in section 2.7.4. of the “Detailed Procedures Manual” for convenience).		
Oil filter change	Remove old oil filter from engine and install new oil filter in accordance with the ROTAX line maintenance manual, Ch. 12-20.00, section 11.3. 3. (Reproduced in section 2.7.3. of the “Detailed Procedures Manual” for convenience).		
Oil filter inspection	<p>Cut old oil filter without producing any metal chips and inspect it in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 11.4 for wear and/or missing material. 3.</p> <p>Filter mat. Findings:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Filter cover findings:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Sealing lip findings: (wear, cracks, missing material)</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Spring of bypass valve (small) findings:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Positioning springs (large) findings:</p> <p>_____</p>		



	_____		
Oil Refill	Refill the oil tank with approximately 3 litres of oil in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 11.2. For oil quality, refer to the ROTAX Operators Manual and SI-912-016, latest edition. 3.		
N) Oil level check		PASS	FAIL
Oil Check	Verify the oil level, replenish as necessary in accordance with the ROTAX line maintenance manual, Ch. 12-10-00, section 4.1. (Reproduced in section 2.7.1 of the "Detailed Procedures Manual" for convenience).		
O) Checking the V-belt tension		PASS	FAIL
V-belt tension	On configurations with auxiliary generator, check the attachment and the V-belt tension in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 6.		
P) Smooth Performance of the Engine		PASS	FAIL
Crankshaft turning inspection	For all engines with crankcase up to S/N 27811 inclusive, conduct an inspection of the turning of the crankshaft in accordance with the ROTAX line maintenance manual, Ch. 05-50-00, section 3.13.  Torque: _____ Nm  NOTE: For engines with a new crank case (S/N 06.0010 or higher), inspect only in case of suspected damage due to unscheduled maintenance event.		
Q) Engine test run		PASS	FAIL
Engine Run Test	Conduct an engine test run in accordance with the ROTAX line maintenance manual, Ch. 12-20-00. (Reproduced in section 2.5.8 of the "Detailed Procedures Manual" for convenience).  1. Start the engine and run to operating temperature (for the Limits, refer to the ROTAX Operators Manual for the 912 series).  2. Ignition check at _____ rpm engine speed.  3. Speed drop without ignition circuit: A (Off) _____ rpm B (Off) _____ rpm A/B (difference) _____ rpm  4. Inspect carburettor heat system.  5. Hit the preheating and make a note of speed drop. Speed drop		



	<p>_____rpm.</p> <p>6. Preheating "OFF", engine idle running and make a note of idle speed running _____rpm.</p> <p>7. After engine test run, re-tighten the oil filter by hand (once the engine is cold).</p> <p>8. Check for leaks.</p>		
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1. This was included from the ROTAX maintenance manuals for line maintenance / heavy maintenance as revised on September 01/2012 for the reader's convenience. While every effort has been made to provide a true and up to date representation of the ROTAX inspections, should the ROTAX manual differ from the instructions presented here, the ROTAX manual supersedes this manual in all cases.
2. The 100 hour engine inspection presented here must be used to conduct the "25 hour inspection" prescribed by ROTAX after the first 25 hours of operation of a new or overhauled engine.
3. For aircraft using unleaded AVGAS for more than 30% of the time, this must be accomplished at 50 hour intervals.



Inspection Findings:

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**ENGINE 200 HOUR ADDITIONAL ITEM INSPECTION & SERVICE**

**Table 7: Engine 200 hour additional item inspection & service**

SCOPE AND DETAILS OF ROTAX ENGINE 200 HOUR ADDITIONAL ITEM INSPECTION & SERVICE																	
Each person performing the inspection shall complete paragraph A.																	
A)	ROTAX ENGINE CHECKS 1.			PASS	FAIL												
Compression Check	Check the compression by the differential pressure method in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, Section 5.  Test pressure _____ hPa (psi)																
	<table border="1"> <thead> <tr> <th colspan="5">Pressure drop (% of fraction)</th> </tr> <tr> <th>Cylinder No.</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> </tr> </thead> <tbody> <tr> <td>Bar / psi</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					Pressure drop (% of fraction)					Cylinder No.	1	2	3	4	Bar / psi	
Pressure drop (% of fraction)																	
Cylinder No.	1	2	3	4													
Bar / psi																	
Carburettor checks (Refer to section 2.6.4 in the "Detailed Procedures Manual" in addition to the applicable Rotax manuals)	Check the ventilation of the float chambers. Any trouble with the float chamber ventilation will impair the engine and carburettor functioning.  Check that the passage of the ventilation lines is free and that no kinks can arise.																
	Removal / assembly of the 2 carburettors for carburettor inspection as per ROTAX heavy maintenance manual, Ch. 73-00-00.																
	Check the weight of the floater in accordance with the ROTAX heavy maintenance manual, Ch. 12-20-00, section 10.4.1 2.																
	Inspect the carburettor sockets for damage and abnormalities, checking for cracks, wear and condition in accordance with the ROTAX heavy maintenance manual, Ch. 73-00-00, section 3.4.3. 3.  Take note of changes caused by the influences of temperature.																





Spark plug checks	Check that resistance spark plug connectors fit tightly on the spark plugs. Minimum pull-off force is 30N (7lb).		
	Replace spark plugs in accordance with the ROTAX heavy maintenance manual, Ch. 12-20-00, section 13.2. 4. (Reproduced in section 2.5.7 of the "Detailed Procedures Manual" for convenience).		

1. This was included from the ROTAX maintenance manual for line maintenance / heavy maintenance as revised on September 01/2012 for the reader's convenience. While every effort has been made to provide a true and up to date representation of the ROTAX inspections, should the ROTAX manuals differ from the instructions presented here, the ROTAX manual supersedes this manual in all cases.
2. This should be included in the annual inspection if that occurs before 200 hours.
3. See SB-912-030, latest edition.
4. Accomplish every 100 hours with the use of leaded fuel for more than 30% of the operation.



Inspection Findings:

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**ENGINE 600 HOUR ADDITIONAL ITEM INSPECTION & SERVICE**

**Table 8: Engine 600 hour additional item inspection**

SCOPE AND DETAILS OF ROTAX ENGINE 600 HOUR ADDITIONAL ITEM INSPECTION & SERVICE			
Each person performing the inspection shall complete paragraph A.			
A)		ROTAX ENGINE CHECKS <sup>1.</sup>	PASS      FAIL
Overload clutch inspection <sup>2.</sup>	For gearboxes with an overload clutch, the overload clutch must be inspected in accordance with the ROTAX line maintenance manual, Ch. 05-50-00, section 2 and SB-912-033.		
Prop gearbox inspection. <sup>3.</sup>	Propeller gearboxes with no overload clutch must be inspected in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 14.2.		

1. This was included from the ROTAX maintenance manual for line maintenance / heavy maintenance as revised on September 01/2012 for the reader's convenience. While every effort has been made to provide a true and up to date representation of the ROTAX inspections, should the ROTAX manuals differ from the instructions presented here, the ROTAX manual supersedes this manual in all cases.
2. For all aircraft using leaded fuel for more than 30% of the time, this inspection must be performed.
3. For engine types 912 ULS without the overload clutch.



Inspection Findings:

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**ENGINE 1000 HOUR ADDITIONAL ITEM INSPECTION & SERVICE**

**Table 9: Engine 1000 hour additional item check**

SCOPE AND DETAILS OF ROTAX ENGINE 1000 HOUR ADDITIONAL ITEM ANNUAL INSPECTION & SERVICE			
Each person performing the annual inspection shall complete paragraph A.			
A)		ROTAX ENGINE CHECKS <sup>1</sup> .	PASS      FAIL
Prop gearbox inspection <sup>2</sup> .	Propeller gearboxes with an overload clutch must be inspected in accordance with the ROTAX line maintenance manual, Ch. 12-20-00, section 14.2.		

1. This was included from the ROTAX maintenance manual for line maintenance / heavy maintenance as revised on September 01/2012 for the reader's convenience. While every effort has been made to provide a true and up to date representation of the ROTAX inspections, should the ROTAX manuals differ from the instructions presented here, the ROTAX manual supersedes this manual in all cases.
2. For engine types 912 ULS with the overload clutch.



Inspection Findings:

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## CONTINUING STRUCTURAL INTEGRITY PROGRAM

For aircraft in use for longer periods of time, the following table of primary life limits and hour limits needs to be observed. A table of primary life limits and cycle limits is provided below to facilitate maintenance tracking.

### PRIMARY LIFE LIMITS AND CYCLE LIMITS

**Table 10: Primary life limits and cycle limits**

ITEM DESCRIPTION	HOUR LIMITS	LIFE LIMIT (YEARS)
Elevator control stick hinge bolt	1500	5
Ethylene Glycol Coolant Replacement	-	2
Fuel Pump	-	5
Kiev Propellers	-	6 / 8*
ROTAX 912UL up to and incl. 4,152.666**	600	10
ROTAX 912UL from 4'152'667 up to and incl. 4,404.717**	1200	15
ROTAX 912UL from 4,404.718 up to and incl. 4,409.715**	1500	15
ROTAX 912UL from 4,409.716**	2000	15
ROTAX 912ULS up to and incl. 4,427.532**	1200	10
ROTAX 912ULS from 4,427.533 up to and incl. 6,775.789**	1500	12
ROTAX 912ULS from 6,775.790**	2000	15
Rubber parts including: 1. Venting hose of the Carburettors. 2. Rubber hoses of the cooling system 3. Rubber hoses of the fuel system.*** 4. Venting hose of the fuel pump. 5. Rubber hoses of the lubrication system. 6. Carburettor sockets. 7. Connecting hose of the air intake system. 8. Diaphragm on both Carburettors. 9. Rubber hose on compensating tube. 10. V-belt.	-	5
Tri Laminate Sail Cover	1500	5

\* Kiev Propellers are life limited to 6 years for props made before 01-01-2015 and 8 years for newer models.

\*\* In the case of the ROTAX engines, this is the time between overhaul.

\*\*\*Excluding all genuine ROTAX Teflon hoses of the fuel system.



**POST MAINTENANCE TEST FLIGHT PROCEDURE**

A/C TYPE	
A/C SERIAL NO.	
ENGINE SERIAL NO.	
PROPELLER SERIAL NO.	
A/C REGISTRATION	
DATE	
HOBBS HOURS	
INSPECTOR	

Aircraft Acceptance Checklist

<u>Aircraft Acceptance Checklist</u>				<b>Final Check</b>
<b>No:</b>	<b>Document in Folder</b>	<b>Completed</b>	<b>Person Responsible</b>	<b>Checked in Folder</b>
1)	Completed Systems Checks Snag sheet		Production Manager	
2)	Completed Flight Control Rigging form Completed Static Flight Control Check		Assembly Manager	
3)	Completed Empty Weight and Balance form		Approved Person	
4)	Completed Pre-Flight Snag sheet		Production Manager	
5)	Completed Flight Test Snag sheet		Production Manager	
6)	Completed Post-Flight Test QC Snag sheet		Production Manager	
			Date of completion:	
			Signature:	





**SYSTEMS CHECK**

**Electrical System**

If a switch or system is not installed on this particular aircraft, DO NOT tick 'Satisfactory', write 'N/I' as a comment.

Capitalised actions that are not part of a table are actions to be done before or after a specific series of tests.

**The system checks assume that set up of all instrumentation has already been done as per the OEM manual supplied with the instrument. These checks are to confirm the correct operation and display of the instruments.**

ALL SWITCHES ..... OFF

ALL CIRCUIT BREAKERS ..... IN

BRS HANDLE (IF INSTALLED) ..... SECURED TO CONSOLE

BRS PIN ..... SECURED

Test Item:	Test Description:	Satisfactory/Comment:
All external lights	Visually confirm all off	<input type="checkbox"/>
All light switches	Cycle On/Off – visually confirm no power	<input type="checkbox"/>
Fuel pump	Cycle On/Off – confirm no power	<input type="checkbox"/>
All analogue instruments	Off – visually confirm	<input type="checkbox"/>
All electronic instruments	Off – visually confirm	<input type="checkbox"/>
Radios, GPS and transponder	Off – visually confirm	<input type="checkbox"/>
Avionics switch	On, confirm no power to any instruments, then turn Off.	<input type="checkbox"/>
Radio switch	Cycle On/Off – confirm no power to radio	<input type="checkbox"/>
Transponder switch	Cycle On/Off – confirm no power to transponder	<input type="checkbox"/>
GPS switch	Cycle On/Off – confirm no power to GPS	<input type="checkbox"/>
Analogue airspeed indicator	Needle pointing to zero	<input type="checkbox"/>
	Green arc: 51-89mph	<input type="checkbox"/>
	White arc: 45-83mph	<input type="checkbox"/>
	Yellow arc: 89-103mph	<input type="checkbox"/>
	Red line: 103mph	<input type="checkbox"/>
Analogue vertical speed indicator	Needle pointing to zero	<input type="checkbox"/>



Analogue g-meter	Reading 1.0g	<input type="checkbox"/>
Analogue slip indicator	Ball centred	<input type="checkbox"/>

ALL SWITCHES .....CONFIRM OFF

MASTER SWITCH ..... ON

**Instruments**

Test Item:	Test Description:	Satisfactory/Comment:
Charge fail annunciator (aircraft with NO Charge Switch)	Illuminated	<input type="checkbox"/>
Charge fail annunciator (aircraft WITH Charge Switch)	ON when Charge Switch turned on. Extinguishes when charge switch off	<input type="checkbox"/>
Analogue tachometer	On, reading 0 RPM. Green arc: 1800-5500 RPM Yellow arc: 5500-5800 RPM Red line: 5800 RPM	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Analogue oil pressure gauge	On, reading 0-0.3 bar (4.4 psi) Green arc: 2.0-5.0 bar (29-73 psi) Yellow arc: 5.0-7.0 bar (73-102 psi) Red line: 7.0 bar (102 psi)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Analogue oil temperature gauge	On, reading min. value or ambient temp. Green arc: 90-110°C (190-230°F) Red line: 130°C White line/min: 50°C	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Analogue coolant temperature gauge	On, reading min. value or ambient temp. Red line: 120°C (248°F)	<input type="checkbox"/> <input type="checkbox"/>
Analogue fuel pressure gauge	On, reading 0 bar/psi Green arc: 0.15-0.5 bar (2.2-7.26 psi) Red lines: 0.15 and 0.5 bar(2.2 and 7.26 psi)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Analogue CHT gauge/s	On, reading min. value or ambient temp. Red line: 135°C (330°F)	<input type="checkbox"/> <input type="checkbox"/>
Analogue EGT gauge/s	On, reading min. value or ambient temp. Red line: 880°C (1616°F)	<input type="checkbox"/> <input type="checkbox"/>



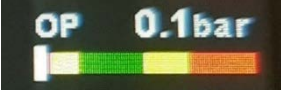








Analogue Voltage gauge	On, reading 12V ± 0.3V	<input type="checkbox"/>
Analogue Amp gauge	On, 0.5-1A discharge	<input type="checkbox"/>
MGL GF-1 G-force meter	On, 1.0g	<input type="checkbox"/>
MGL FF-1 Fuel Flow	On, F.F 1 and F.F 2 both zero	<input type="checkbox"/>
MGL ALT-3 digital altimeter	Off	<input type="checkbox"/>
MGL xTreme-EMS	Off	<input type="checkbox"/>
MGL E-1 universal engine monitor	Off	<input type="checkbox"/>
MGL TP-2 Dual channel universal temp/pressure gauge	Off	<input type="checkbox"/>
Electric cabin heater	On, confirm noise from fan, Off	<input type="checkbox"/>
Super-Mario landing lights	On, visually confirm ALL LEDs working, Off	<input type="checkbox"/>
AEROLEDs AeroSun landing/wig wag lights	On, visually confirm ALL LEDs working, Off	<input type="checkbox"/>
CN Lighting wingtip position/strobe lights	On, visually confirm, Off	<input type="checkbox"/>
Kuntzleman Magnum strobe light (tail mounted)	On, visually confirm, Off	<input type="checkbox"/>
Kuntzleman wingtip position/strobe lights	On, visually confirm, Off	<input type="checkbox"/>
Siren system	On, confirm working, Off	<input type="checkbox"/>

**Avionics**

AVIONICS SWITCH..... ON

Test Item:	Test Description:	Satisfactory/Comment:
Garmin G5 electronic flight instrument	On	<input type="checkbox"/>
	Pitch and roll correct Nose-wheel: (0-2.5°pitch up, 0-2° roll) Tail-dragger: (8-12°pitch up, 0-2° roll)	<input type="checkbox"/>
	Magnetic heading correct	<input type="checkbox"/>
	No RED or YELLOW warning flags	<input type="checkbox"/>
	Bottom of GREEN arc: 51mph	<input type="checkbox"/>
	Bottom of WHITE arc: 45mph	<input type="checkbox"/>
	V <sub>A</sub> : 89mph	<input type="checkbox"/>
	V <sub>Y</sub> : 66mph	<input type="checkbox"/>
	V <sub>G</sub> : 64mph	<input type="checkbox"/>
	V <sub>X</sub> : 56mph	<input type="checkbox"/>
	V <sub>R</sub> : 53mph	<input type="checkbox"/>
	QNH selector working	<input type="checkbox"/>
	Heading bug working	<input type="checkbox"/>

	Altitude bug working	<input type="checkbox"/>
	HSI page selection working	<input type="checkbox"/>
MGL xTreme-EFIS	On	<input type="checkbox"/>
	Pitch and roll correct Nose-wheel: (0-2.5°pitch up, 0-2° roll) Tail-dragger: (8-12°pitch up, 0-2° roll)	<input type="checkbox"/>
	Magnetic heading correct	<input type="checkbox"/>
	All red warning flags can be cancelled	<input type="checkbox"/>
	QNH selector working	<input type="checkbox"/>
	Heading bug working	<input type="checkbox"/>
	Altitude bug working	<input type="checkbox"/>
	Tachometer: 0 RPM Check colour scale matches picture:	<input type="checkbox"/> <input type="checkbox"/>
		
	Manifold pressure: 26-30 "Hg Check colour scale matches picture:	<input type="checkbox"/> <input type="checkbox"/>
		
Oil pressure: On, reading 0-0.3 bar (4.4 psi) Check colour scale matches picture:	<input type="checkbox"/> <input type="checkbox"/>	
		
Oil temp: ambient temp. Check colour scale matches picture:	<input type="checkbox"/> <input type="checkbox"/>	
		
Coolant temp: ambient temp. Check colour scale matches picture:	<input type="checkbox"/>	

		<input type="checkbox"/>
	<p>Fuel pressure: 0 bar/Psi</p> <p>Check colour scale matches picture:</p> 	<input type="checkbox"/>     <input type="checkbox"/>
	<p>CHTs reading min. value or ambient temp.</p> <p>Check colour scale matches picture:</p> 	<input type="checkbox"/>  <input type="checkbox"/>
	<p>EGTs reading min. value or ambient temp.</p> <p>Check colour scale matches picture:</p> 	<input type="checkbox"/>  <input type="checkbox"/>
	<p>Voltage reading 12V ± 0.5V</p> <p>Check colour scale matches picture:</p> 	<input type="checkbox"/>  <input type="checkbox"/>
	<p>Current, 0.5-1A discharge</p> <p>Check colour scale matches picture:</p>	<input type="checkbox"/>  <input type="checkbox"/>





FUEL SELECTOR ..... OPEN

Test Item:	Test Description:	Satisfactory/Comment:
Fuel pressure	Reading MINIMUM 0.15 bar (2.2 psi)	<input type="checkbox"/>

FUEL PUMP ..... OFF

Test Item:	Test Description:	Satisfactory/Comment:
Fuel pressure	Reading drops to zero bar/psi	<input type="checkbox"/>

AVIONICS SWITCH ..... OFF

Test Item:	Test Description:	Satisfactory/Comment:
Garmin G5 electronic flight instrument	Confirm external power lost, operating on battery.	<input type="checkbox"/>
MGL xTreme-EFIS	Confirm off	<input type="checkbox"/>
MGL iEFIS Explorer	Confirm off	<input type="checkbox"/>
Dynon SkyView SV-HDX800	Confirm external power lost, operating on battery.	<input type="checkbox"/>
Hour meter	Confirm correct reading (zero for new aircraft that have not been run)	<input type="checkbox"/>
12V auxiliary power	Confirm powering a test accessory	<input type="checkbox"/>

MASTER SWITCH ..... OFF

ALL SWITCHES ..... CONFIRM OFF

ALL CIRCUIT BREAKERS ..... CONFIRM ALL IN





## FLIGHT CONTROLS CHECK

The flight control rigging report below must be conducted by an individual trained in the use of the cable tension gauges, inclinometer and rigging procedures. The tensions and deflections *must* be cross checked by the Assembly Manager and countersigned. Once completed, the form must be returned to this pack.

INTENTIONALLY LEFT BLANK

**Flight Control Rigging Report**

<b>Serial No:</b>	
<b>Registration:</b>	
<b>Date:</b>	
<b>Equipment:</b>	

--

Cable/Control:	Diameter (mm):	Nominal tension (kg):	Measured Tension (kg):	Satisfactory/ Comment:	Nominal Deflections (°):	Measured Deflections (°):	Satisfactory/ Comment:
Aileron (L)	2.5	25lb (+5/-0)		<input type="checkbox"/>	Up: 25° (±2°)		<input type="checkbox"/>
Aileron (R)	2.5	25lb (+5/-0)		<input type="checkbox"/>	Down: 18° (±2°)		<input type="checkbox"/>
Elev. (Top)	2.5	21kg (+2/-1)		<input type="checkbox"/>	Up: 25° (±1°)		<input type="checkbox"/>
Elev. (Bot)	2.5	21kg (+2/-1)		<input type="checkbox"/>	Down: 15*/20° (±1°)		<input type="checkbox"/>
Rudder (L)	2.5	20kg (±2.0)		<input type="checkbox"/>	Left and Right: 25° (±1°)		<input type="checkbox"/>
Rudder (R)	2.5	20kg (±2.0)		<input type="checkbox"/>			<input type="checkbox"/>
H-Tail (L)	4.0	60kg (±4.0)		<input type="checkbox"/>	*Note: Aircraft with a stick mounted brake lever will have lower maximum downward elevator deflection.		
H-Tail (R)	4.0	60kg (±4.0)		<input type="checkbox"/>			
Wing (L)	3.0	160kg (±8.0)		<input type="checkbox"/>			
Wing (R)	3.0	160kg (±8.0)		<input type="checkbox"/>			
Fuselage(L)	2.5	80kg (±4.0)		<input type="checkbox"/>			
Fuselage (R)	2.5	80kg (±4.0)		<input type="checkbox"/>			
Elev. Trim (T)	2.0	26lb (±2lb)		<input type="checkbox"/>	Up: 16°, Down 39°		<input type="checkbox"/>
Elev. Trim (B)	2.0	26lb (±2lb)		<input type="checkbox"/>			
ABT (L)	1.5	18lb (±2lb)		<input type="checkbox"/>	Take-off elevator trim range placard	Aligned -3° to -8° (±2°)	<input type="checkbox"/>
ABT (R)	1.5	15lb (±2lb)		<input type="checkbox"/>			

### Static Flight Control Check Report

Note: This must be carried out *after* the Flight Control Rigging has been completed.

Nosewheel aircraft must have the tail lowered to raise the nosewheel off the ground during these checks.

Test Item:	Test Description:	Satisfactory/Comment:
Elevator	Full range of elevator motion smooth with no judders, abnormal sounds or abnormal forces.	<input type="checkbox"/>
	Free-play <5mm at tip of stick with elevator held in place externally.	<input type="checkbox"/>
Ailerons	Full range of aileron motion smooth with no judders, abnormal sounds or abnormal forces.	<input type="checkbox"/>
	Free-play <10mm at tip of stick with ailerons held in place externally.	<input type="checkbox"/>
Rudder	Full range of rudder motion smooth with no judders, abnormal sounds or abnormal forces.	<input type="checkbox"/>
	Free-play <5mm at pedals with rudder held in place externally.	<input type="checkbox"/>
Combined primary controls	Combined pitch, roll and yaw inputs across the entire control range possible with no judders, abnormal sounds or abnormal forces.	<input type="checkbox"/>
Elevator trim	Full range of trim tab motion smooth with no judders, abnormal sounds or abnormal forces.	<input type="checkbox"/>
Throttles	Movement of both is free and correct, throttles move together, and both throttles hit stops simultaneously.	<input type="checkbox"/>
Flaps	With ailerons centralised, flaps are aligned with ailerons and top of fuselage. Deployment is symmetrical, action of the lever and locking mechanism is free and correct.	<input type="checkbox"/>

The above checks have been carried out and any snags identified were rectified during the inspection. If rectification of these snags required adjusting the control system, the tensions and deflections of the affected controls were rechecked and there was no change to the values noted in the Flight Control Rigging Report.

Checked by: \_\_\_\_\_

Signed: \_\_\_\_\_

Date: \_\_\_\_\_



### WEIGHT AND BALANCE

It is a legal requirement that a mass and balance calculation be performed before each flight for the particular load case of the aircraft. The following form should be used, in conjunction with the empty aircraft data in section 2.1.4 of the detailed maintenance procedures manual. Once completed, fill in the table below and ensure that the 'total' values fall within the allowable range shown. Three limits of the allowable range are shown; two dotted lines, and the ultimate solid upper line. Refer to section 2.4 of the POH for the maximum mass permissible in your licensing category. It is recommended that the operator keep photocopies of this page for regular operational use.

Item	Mass	x	Arm	=	Moment
Empty aircraft		x		=	
Pilot and passenger		x	580	=	
Fuel:	Litres x 0.734 = kg US Gal x 6.126 = lbs	x	1085	=	
Upper baggage		x	1075	=	
Lower baggage		x	1600	=	
	Add column				Add column
TOTAL					

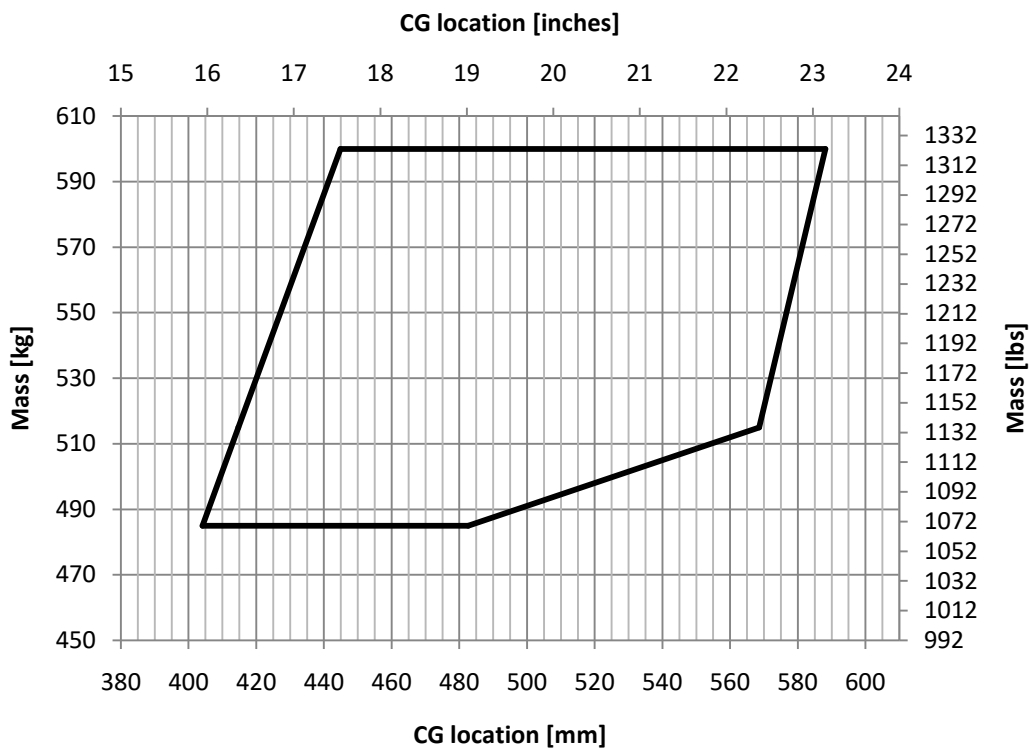


Figure 3.1.9.1: Mass vs. CG go/no-go graph



## PRE-FLIGHT INSPECTION

Test Item:	Test Description:	Satisfactory/Comment:
<b>Cabin</b>		
Flaps	up	
Forward wing tube attachment	Check for condition, cracks, securement	<input type="checkbox"/>
Aileron control cables (above panel and into wing)	Check running on pulleys, no fraying or corrosion	<input type="checkbox"/>
Magnetos	Off	
Master	Off	
Fuel pump	Off	
All other switches	Off	
Nose wheel support tube bolts	Check (if applicable)	<input type="checkbox"/>
Brake lines	Check for continuity, leaks	<input type="checkbox"/>
Brake fluid	Check sufficient	<input type="checkbox"/>
Fuel selector	Off	
BRS safety pin	Removed	
Park brake	Set	
Trim tab	Set in take-off range	<input type="checkbox"/>
Elevator and rudder control cables (below centre console)	Check running on pulleys, no fraying or corrosion  Rudder turnbuckles secure at pedals	<input type="checkbox"/>
Fuel quantity	Check loaded as per weight and balance	<input type="checkbox"/>
BRS rocket expiry date (as applicable)*	Check	<input type="checkbox"/>
BRS rocket (as applicable)*	Secured	<input type="checkbox"/>
BRS parachute container (as applicable)*	Secured, nuts in place	<input type="checkbox"/>
BRS activation cable (as applicable)*	Check condition	<input type="checkbox"/>
Aft wing tube attachment	Check for condition, cracks, securement	<input type="checkbox"/>
Windscreen condition	secure and uncracked	<input type="checkbox"/>
Requisite paperwork	on board	<input type="checkbox"/>
		<input type="checkbox"/>
<b>Aft baggage area</b>		
Fuel cap	Secure	<input type="checkbox"/>
Baggage	Secured, loaded as per weight and balance	<input type="checkbox"/>
BRS parachute expiry date (as applicable)*	Check	<input type="checkbox"/>
BRS parachute container Velcro	Secured	<input type="checkbox"/>

flap (as applicable)*		
BRS activation cable (as applicable)*	Check condition	<input type="checkbox"/>
Fuel breather tubes	Unobstructed and secure	<input type="checkbox"/>
Fuel filters	No cracks, connections secure	<input type="checkbox"/>
Control cables	Unobstructed	<input type="checkbox"/>
Baggage area floor	Check for loose nuts	<input type="checkbox"/>
<b>Exterior</b>		
Exterior lights	Check	<input type="checkbox"/>
<b>Left side of aircraft</b>		
Door hinges	Secured	<input type="checkbox"/>
Wing strut bolt and fuselage attachment bracket	Check for condition, cracks, securement	<input type="checkbox"/>
Jury strut	Check for condition, cracks, securement	<input type="checkbox"/>
Jury strut attachment brackets	Check for condition, cracks, securement	<input type="checkbox"/>
Aileron bell crank	Check	<input type="checkbox"/>
Aileron and wing brace cables	Check locking wire, turnbuckles	<input type="checkbox"/>
Main strut attachments (internal)	Check for condition, cracks, securement	<input type="checkbox"/>
Vortex generators	All in place	<input type="checkbox"/>
Wing leading edge	Check condition	<input type="checkbox"/>
Pitot cover	Removed	<input type="checkbox"/>
Pitot tube	Aligned, total pressure and static holes free of debris	<input type="checkbox"/>
Tie down	Removed	<input type="checkbox"/>
Wing zips	All 5 closed	<input type="checkbox"/>
Wing tip	No cracks, light undamaged	<input type="checkbox"/>
Aileron hinges and bolts	Check pin in place, split pin secure	<input type="checkbox"/>
Aileron movement	Free and correct	<input type="checkbox"/>
Left aileron sail (top and bottom)	Check condition (tears, discolouration, fraying threads)	<input type="checkbox"/>
Flap hinges and bolts	Check pin in place, split pin secure	<input type="checkbox"/>
Left flap sail (top and bottom)	Check condition (tears, discolouration, fraying threads)	<input type="checkbox"/>
Antennae	Check for condition, securement	<input type="checkbox"/>
BRS straps (as applicable) *	Check for condition, securement	<input type="checkbox"/>
BRS tie-wraps (as applicable) *	Check for condition, securement	<input type="checkbox"/>
Aft wing tube attachment	Check for condition, cracks, securement	<input type="checkbox"/>
Left wing sail (top and bottom)	Check condition (tears,	<input type="checkbox"/>

	discolouration, fraying threads)	
Landing gear leg	Check for condition, cracks, securement	<input type="checkbox"/>
Landing gear leg attachment bolts	Check for condition, cracks, securement	<input type="checkbox"/>
Brakes	Check condition, no leaks	<input type="checkbox"/>
Tyre	Check condition, proper inflation, no wear or ballooning	<input type="checkbox"/>
Rim	Check wheel axle nut split pin present and secure	<input type="checkbox"/>
Fuel leaks/drips	Check no pooling on ground or moisture on strainers or gascolator	<input type="checkbox"/>
Fuel strainers	Fuel free of water and contaminants  Strainers and gascolator valves close properly with no leaks	<input type="checkbox"/>
Baggage compartment zip	Closed	<input type="checkbox"/>
Aft fuselage	Check condition (tears, discolouration, fraying threads)	<input type="checkbox"/>
<b>Aft of aircraft</b>		
Dorsal fin attachments (fore and aft)	Secure	<input type="checkbox"/>
Horizontal tail attachment bolts and nuts (fore and aft)	Check for condition, cracks, securement	<input type="checkbox"/>
Vertical tail attachment bolts and nuts (fore and aft)	Check for condition, cracks, securement	<input type="checkbox"/>
Empennage bracing wires	Check tight, safety wire locked	<input type="checkbox"/>
Elevator hinges and bolts	Check pins in place, split pins secure	<input type="checkbox"/>
Elevator movement	Free and correct, no play between elevators	<input type="checkbox"/>
Trim tab	Pins secured in place, hinges wire locked and Bowden cables secured	<input type="checkbox"/>
Elevator bell crank (left and right)	Check for cracks	<input type="checkbox"/>
Tail tie down	Removed	<input type="checkbox"/>
Rudder hinges and bolts	Check pins in place, split pins secure	<input type="checkbox"/>
Tail wheel (as applicable)	Check	<input type="checkbox"/>
Tail wheel springs and linkages (as applicable)	Check	<input type="checkbox"/>
<b>Right side of aircraft</b>		
Aft fuselage	Check condition (tears, discolouration, fraying threads)	<input type="checkbox"/>



Baggage compartment zip	Closed	<input type="checkbox"/>
Brakes	Check condition, no leaks	<input type="checkbox"/>
Tyre	Check condition, proper inflation, no wear or ballooning	<input type="checkbox"/>
Rim	Check wheel axle nut split pin present and secure	<input type="checkbox"/>
Landing gear leg	Check for condition, cracks, securement	<input type="checkbox"/>
Landing gear leg attachment bolts	Check for condition, cracks, securement	<input type="checkbox"/>
Wing strut bolt and fuselage attachment bracket	Check for condition, cracks, securement	<input type="checkbox"/>
Aft wing tube attachment	Check for condition, cracks, securement	<input type="checkbox"/>
BRS straps (as applicable) *	Check for condition, securement	<input type="checkbox"/>
BRS tie-wraps (as applicable) *	Check for condition, securement	<input type="checkbox"/>
Flap hinges and bolts	Check pin in place, split pin secure	<input type="checkbox"/>
Right flap sail (top and bottom)	Check condition (tears, discolouration, fraying threads)	<input type="checkbox"/>
Aileron hinges and bolts	Check pin in place, split pin secure	<input type="checkbox"/>
Right aileron sail (top and bottom)	Check condition (tears, discolouration, fraying threads)	<input type="checkbox"/>
Aileron movement	Free and correct	<input type="checkbox"/>
Tie down	Removed	<input type="checkbox"/>
Antennae	check	<input type="checkbox"/>
Vortex generators	All in place	<input type="checkbox"/>
Wing leading edge	Check condition	<input type="checkbox"/>
Aileron bell crank	Check	<input type="checkbox"/>
Aileron and wing brace cables	Check locking wire, turnbuckles	<input type="checkbox"/>
Main strut attachments (internal)	Check for condition, cracks, securement	<input type="checkbox"/>
Jury strut	Check for condition, cracks, securement	<input type="checkbox"/>
Jury strut attachment brackets	Check for condition, cracks, securement	<input type="checkbox"/>
Wing zips	All 5 closed	<input type="checkbox"/>
Wing tip	No cracks, light undamaged	<input type="checkbox"/>
Right wing sail (top and bottom)	Check condition (tears, discolouration, fraying threads)	<input type="checkbox"/>
Door hinges	Secured	<input type="checkbox"/>
<b>Front of aircraft</b>		
Windscreen attachment screws	check	<input type="checkbox"/>
Oil quantity	Check	<input type="checkbox"/>





	Confirm no leaks	<input type="checkbox"/>
Oil cap	secured	<input type="checkbox"/>
Throttle	exercise and observe cable	<input type="checkbox"/>
Choke	exercise and observe cable	<input type="checkbox"/>
Cowling	secure	<input type="checkbox"/>
Overflow pipes	Check secured outside of cowling with tie wraps	<input type="checkbox"/>
	No leaks	
Radiators	Check unobstructed	<input type="checkbox"/>
	Check no leaks	
Air filter	check unobstructed	<input type="checkbox"/>
Coolant	Check sufficient	<input type="checkbox"/>
	Check no leaks	<input type="checkbox"/>
Propeller blades	Check for nicks, cracks, damage	<input type="checkbox"/>
Spinner	Secure	<input type="checkbox"/>
Nose gear leg (as applicable)	Check condition	<input type="checkbox"/>
Nose wheel and tyre (as applicable)	Check inflation, condition	<input type="checkbox"/>
Exhaust	Check condition	<input type="checkbox"/>
Bottom of main fairing	Check condition	<input type="checkbox"/>
Bottom of cowling	Check for leaks	<input type="checkbox"/>





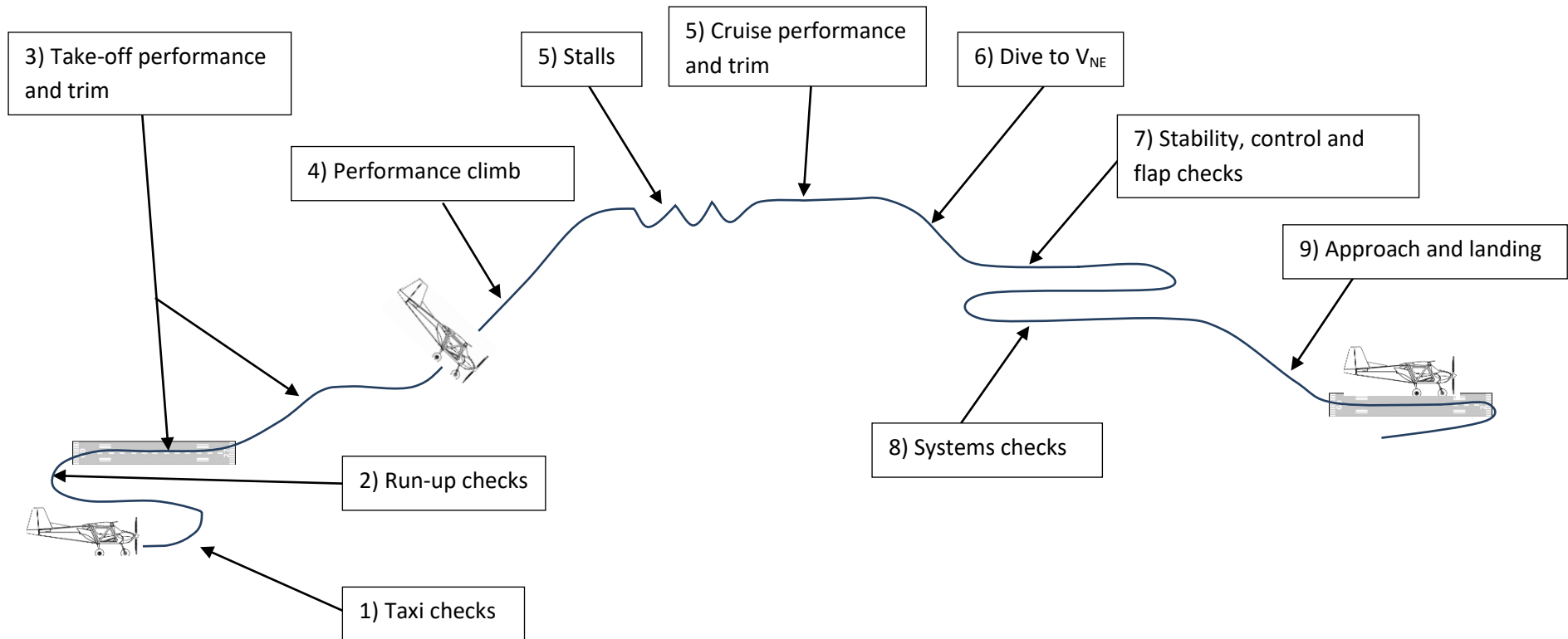


**POH Performance Graphs:**

Performance data applicable to the following POH:

Document Number	
Revision	

## Flight Profile



**Taxi Test**

After engine start and after start procedural items accomplished.

Conduct tests on paved, level surface.

<b>Test Item:</b>	<b>Test Description:</b>	<b>Satisfactory/Comment:</b>
Park brake system pressure	Sufficient to hold aircraft at 2500 RPM.	<input type="checkbox"/>
Park brake	No binding on release	<input type="checkbox"/>
Left toe brake	Sufficient to hold aircraft at 2500 RPM.	<input type="checkbox"/>
Right toe brake	Sufficient to hold aircraft at 2500 RPM.	<input type="checkbox"/>
Both toe brakes (symmetry)	Equal action when stopping from rolling taxi, no binding or vibration	<input type="checkbox"/>
Brake pedal/handle forces	No excessive force or repeated pumping for required effect	<input type="checkbox"/>
Pedal alignment	Centreline tracking with pedals centralised	<input type="checkbox"/>
Nose wheel steering	Correct action and no abnormal forces or vibrations	<input type="checkbox"/>
Tail wheel steering	Tail wheel can be unlocked and reengaged during tight turns in both directions	<input type="checkbox"/>
Throttle idle	Quick pull closed from 2500 RPM does not cut engine (both sides)	<input type="checkbox"/>
	Applying pressure against the aft throttle stop does not cut engine (both sides)	<input type="checkbox"/>



**Flight Test**

These sections below only describe tests to be accomplished for post-production acceptance. The pilot is still required to carry out all procedures and checks, as well as monitor all instrumentation as would be necessary for operational flight.

**Engine Run Up**

Test Item:	Test Description:	Satisfactory/Comment:
Oil temperature	Time to 50°C appropriate for temperature (10min for warm OAT, 20min max for cold OAT)	<input type="checkbox"/>
Ignition circuit check	Test at 4000 RPM Max drop: 300 RPM Max split: 150 RPM	<input type="checkbox"/> L drop <input type="text"/> R drop <input type="text"/>
Park brake system pressure	Sufficient to hold aircraft at 4500 RPM	<input type="checkbox"/>
Maximum power check	Correct static RPM and MAP. Min 5200 RPM MAP 25-28" Fuel press: Min 0.15 bar (2.2psi) Oil press: 4.0-5.0 bar (58 to 73 psi)	<input type="checkbox"/> RPM <input type="text"/> MAP <input type="text"/> Fuel Press. <input type="text"/> Oil Press. <input type="text"/>
Idle power check	Idle range between 1700 and 2000 RPM	<input type="checkbox"/> Idle RPM <input type="text"/>
Altimeter check	Within 70ft of airfield elevation	<input type="checkbox"/> Airfield elev: <input type="text"/> Altimeter reading: <input type="text"/>

**Take-Off**

1. Note compass heading when aircraft aligned on runway.
2. Conduct a normal take-off as per the recommended procedure in the POH.
3. Estimate the take-off distance based on easily identifiable runway markings/taxiways/landmarks for comparison to the POH value.
4. Passing 300ft AGL at  $V_y$ , switch off SBY fuel pump and note behaviour of fuel pressure.
5. Release pedal and note ball deflection at  $V_y$ .



6. Note any abnormal behaviour during take-off (unusual tail swing, difficulty raising tail, directional control difficulty, control forces, buffet).

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*\*It is recommended that a scale image of the runway in use be obtained using Google Earth so that a reasonable estimate of take-off and landing distances can be obtained using easily identifiable ground features, runway markings or taxiways.*

Test Item:	Test Description:	Satisfactory/Comment:
Line-up compass check	Confirm compass indicating runway heading $\pm 3^\circ$	<input type="checkbox"/> RWY Hdg: <input type="text"/> Comp. Hdg: <input type="text"/>
Normal take-off as per POH with take-off flap set. Rotate at $V_R = 53\text{mph}$ .	Recorded conditions	RWY: <input type="text"/> Wind: <input type="text"/> P. Alt: <input type="text"/> OAT: <input type="text"/>
	Take-off distance in general agreement with POH	<input type="checkbox"/> POH: <input type="text"/> Flight: <input type="text"/>
	No excessive stick forces during initial climb with trim at T/O position	<input type="checkbox"/>
	Less than one ball slip deflection when flying pedals free at $V_Y$	<input type="checkbox"/> Ball deflection: <input type="text"/>
	No abnormal handling during take-off	<input type="checkbox"/>
Mechanical fuel pump	Fuel pressure did not reduce below minimum value when SBY fuel pump switched off. If it did, fuel pressure	<input type="checkbox"/> Pump ON: <input type="text"/> bar/psi <input type="text"/>





	recovered within 5s*.	Pump OFF:	bar/psi
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\*Note: If fuel pressure dropped below limits and recovered, confirm that the fuel pump part number is 893110. If not, investigate problem.

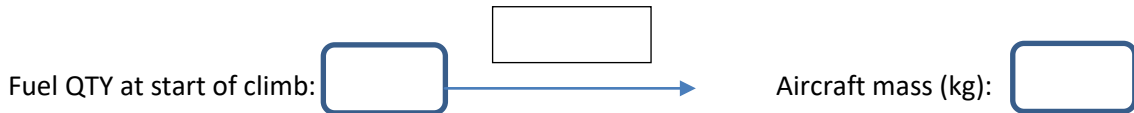
**5-minute Climb**

1. Conduct a 5-minute timed climb in the stated conditions while recording the applicable parameters every 30s.
2. At the end of the 5 minutes, confirm performance of electric fuel pump BEFORE reducing power.

Conditions:

- Smooth air.
- Full throttle.
- Clean configuration.
- Altimeter: 1013 hPa, 29.92" Hg.
- Speed as per V<sub>Y</sub> schedule in POH. Maintain within 2mph.
- Fuel pump OFF.

Note: If OAT is unavailable in the aircraft, a forecast OAT must be used for the calculation. State whether quoted OAT is forecast (F) or indicated (I).



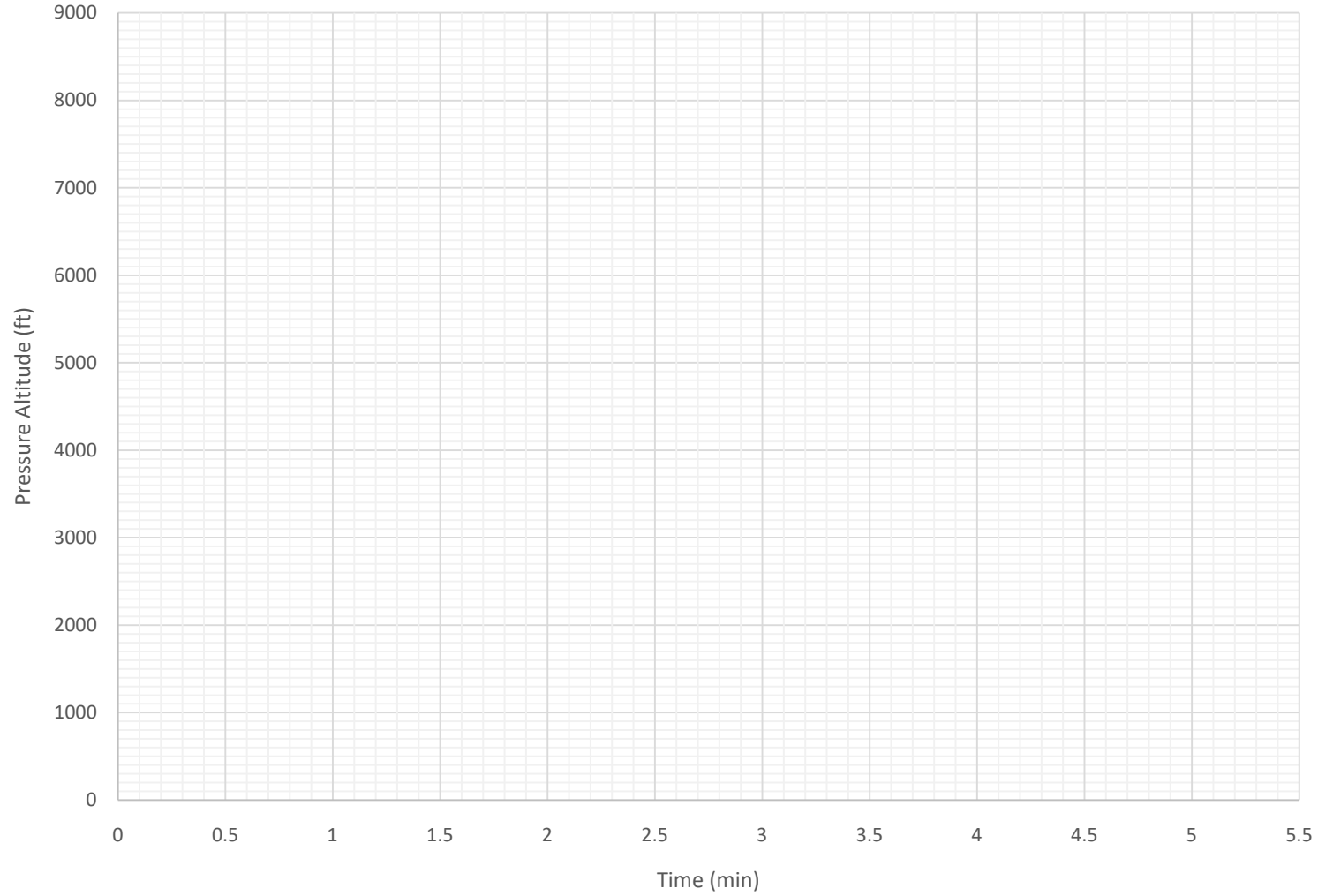
Time (min)	Altitude (1013 hPa)	IAS (mph)	OAT (°C)	Oil temp (°C)	Coolant temp (°C)	RPM:	MAP (in. Hg)
0							
0.5							
1							
1.5							
2							
2.5							
3							
3.5							
4							
4.5							
5							

Analysis:



1. Plot the pressure altitude and time on the grid provided on the next page.
2. Draw a straight line representing a good average through the test data.
3. Calculate the gradient of the line and record the average rate of climb (R/C).
4. Determine the average altitude and OAT for the test range.
5. Determine the expected R/C for the test conditions from the POH and compare with the measured data.

# Climb Performance Plot

Test Item:	Test Description:	Satisfactory/Comment:
Climb performance	Calculated climb performance within POH value -50ft/min +150ft/min.	<input type="checkbox"/>
Engine temperatures	Engine temperatures within prescribed limits for entire climb	<input type="checkbox"/>
Engine pressures	Oil and fuel pressures within prescribed limits for entire climb	<input type="checkbox"/>
Electric fuel pump pressure	Confirm performance of SBY fuel pump while at full throttle after climb completed	Pressure (pump off): <input type="text"/> bar/psi Pressure (pump on): <input type="text"/> bar/psi

### Stalls

1. Conduct 3 level stalls in each configuration in the following conditions.
2. Additionally, conduct 3 clean stalls from both left and right 30° turns under the same conditions.
3. Trim the aircraft at 65mph IAS with idle power set before initiating the stalls.

**Note: Do not conduct the stalls if substantial or unexpected out-of-trim forces in roll or yaw are detected in flight.**

Conditions:

- Throttle closed (idle power).
- 1mph per second rate of speed reduction (requires descent).
- Altimeter: 1013 hPa, 29.92" Hg.
- Trim speed of 65mph IAS.
- Ensure ball centred for all stalls.
- Once trimmed, confirm that the rudder pedals are within 2cm of neutral and that the RPM is between 2400 and 2800 RPM.

Stall	Level-Clean	Level-Take-off	Level-Landing	Clean-left turn	Clean-right turn
Trim speed:					
POH Vs:				N/A	N/A
Average test Vs (IAS):					
Stick at aft stop?	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No
Wing drop?	Left/Right/Nil	Left/Right/Nil	Left/Right/Nil	Left/Right/Nil	Left/Right/Nil
Angle of wing					

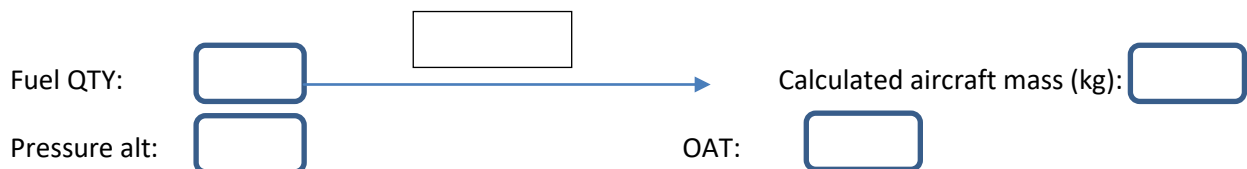


drop:					
Other characteristics (buffet, abnormal control inputs, etc):					

Test Item:	Test Description:	Satisfactory/Comment:
Roll trim with flap selected	No change in roll trim of the aircraft when flaps were lowered	<input type="checkbox"/>
Stall speed	Average tested level stall speeds within +3/-5 mph of POH stall speed	<input type="checkbox"/>
Level stall characteristic	Level stalls displayed no tendency to drop a wing or depart into a spin	<input type="checkbox"/>
	An aerodynamic stall was achieved at or before the stick was at its aft stop	<input type="checkbox"/>
Turning flight stall characteristics	Wing drop experienced during turning flight stalls was less than 15°	<input type="checkbox"/>
	Turning stalls displayed no tendency to depart into a spin	<input type="checkbox"/>

**Cruise Checks**

1. Fly at a nominated pressure altitude and accelerate the aeroplane slowly in level flight from 65 mph until the speed at which 5500 RPM is achieved.
2. Note any change in roll and yaw trim while accelerating.
3. Record required parameters for comparison to POH figures.
4. Set power and trim for 80 mph IAS, release pedal and note ball deflection.
5. Check windscreen and door seals.



Flight test values	POH values (MCP cruise)	Difference (%)
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IAS (mph):			
RPM:		5500	
Fuel flow (L/h):			

Test Item:	Test Description:	Satisfactory/Comment:
Cruise performance	The maximum level flight speed was within 5mph of the POH	<input type="checkbox"/>
Roll and yaw trim	At 80mph there was less than half ball deflection with pedals free. There was no significant tendency to roll.	<input type="checkbox"/> Ball deflection: <input type="text"/>
Wind screen and door fits	Seals of doors and windscreen flush. No draughts from edges of wind screen or doors, other than those associated with open vents.	<input type="checkbox"/>

**Dive to V<sub>NE</sub>**

1. Ensure sufficient altitude to conduct the following tests at V<sub>NE</sub>.
2. From the trimmed level condition at 5500 RPM, push the nose down gradually to enter a dive while reducing the throttle to keep the RPM at 5500 or just below.
3. Dive until V<sub>NE</sub> (103mph IAS) is obtained.
4. Confirm yellow arc on EFIS from 89mph to 103mph.
5. Confirm red line and warning flag on EFIS at 103mph.
6. If any airframe or control vibration is felt, immediately reduce speed by gradually pulling the control stick back and by closing the throttle.
7. Make small (2cm) longitudinal, lateral and directional control inputs individually to check the controllability at V<sub>NE</sub>.
8. Briskly reduce the throttle to idle while pitching the nose down to maintain V<sub>NE</sub>. Note the stabilised engine RPM and recover.

Idle RPM at V<sub>NE</sub>:

Max. speed achieved:

Test Item:	Test Description:	Satisfactory/Comment:
Vibrations	No unusual airframe or control vibrations at V <sub>NE</sub>	<input type="checkbox"/>
Control	All flight controls were responsive to small movements and	<input type="checkbox"/>



	corrections at $V_{NE}$ (within $\pm 2$ mph)	
Engine speed limit	Maximum continuous RPM was not exceeded with the throttle set to idle at $V_{NE}$	<input type="checkbox"/>
Airspeed indication	Yellow arc and red line/warning flags function from $V_{O/A}$ to $V_{NE}$	<input type="checkbox"/>

## **Stability and Control Checks**

### Roll

1. Trim at 60mph IAS in level flight in the clean configuration.
2. Enter a co-ordinated left-hand turn to 45° bank and increase power to maintain altitude.
3. Start a timer and apply full right stick while maintaining co-ordinated flight. Stop the time as the aircraft rolls through 45° right bank. The aircraft should roll from 45° left to 45° right in  $3s \pm 1s$ .
4. Recover to wings level at 60mph IAS and repeat in the other direction.

### Yaw

1. Trim at 70mph IAS in level flight in the clean configuration.
2. Using the rudder pedals, roll the aircraft to 20° left bank and maintain altitude by pulling back on the stick, but do not apply any aileron input. Increase power as necessary to maintain altitude.
3. Gently roll the aircraft to 20° right bank using only the rudder pedals while maintaining altitude without applying any aileron input. The manoeuvre should require less than 2cm of pedal deflection in either direction and should be accomplished without exceeding 1 ball out on the slip indicator.
4. Recover to wings level flight using pedal and elevator input only.

### Pitch

1. Trim at 65mph IAS in a maximum power climb in the take-off configuration.
2. Push the stick forward until the speed increases to 83mph ( $V_f$ ).
3. Slowly release the stick and note the aircraft response and the airspeed that the aircraft finally settles at. The aircraft should slowly oscillate in speed and pitch with decreasing amplitude until settling at or near the trim speed (within 4mph of trim speed).

Flown trim speed:

### *Response options:*

1. Did the aircraft oscillate slowly back towards the trim speed? Yes /No
2. The IAS at which the aircraft settled:
3. If the answer to question 1 above was 'No', describe the response of the aircraft:




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Test Item:	Test Description:	Satisfactory/Comment:
Lateral-directional control authority	Roll authority sufficient to conduct roll reversals through 90° bank in 3s ± 1s in both directions at 60mph	<input type="checkbox"/>
	Yaw authority and lateral stability sufficient to conduct roll reversals at 70mph without exceeding 1 ball deflection and 2cm of pedal input in either direction	<input type="checkbox"/>
Free return trim speed	Upon release of the pitch control at V <sub>F</sub> , the aircraft returned to within 4mph of the trim airspeed	<input type="checkbox"/>

**Wing Flap Checks**

1. Trim in level flight at 80mph IAS in the clean configuration.
2. Lower the flaps to the take-off position and lower the nose to maintain 80mph without changing elevator trim.
3. Lower the flaps to the landing position without changing elevator trim.
4. Accelerate to 83mph IAS and check for vibration.

Test Item:	Test Description:	Satisfactory/Comment:
Flap limit speed	No vibrations, abnormal buffet or control difficulty associated with high speed flap use	<input type="checkbox"/>
Flap trim	No significant tendency roll with flaps in either position	<input type="checkbox"/>
Flap control	The flap selector handle locks were engaged and released with ease	<input type="checkbox"/>

**Electrical System and Instrumentation Checks**

Test Item:	Test Description:	Satisfactory/Comment:
Full system load	Electrical system supplies all services when placed under full load. No circuit breakers tripped.	<input type="checkbox"/> Voltage: <input style="width: 50px; height: 20px; border: 1px solid black;" type="text"/>



		Current: <input type="text"/>
COM radio	Frequency, volume and squelch adjustment	<input type="checkbox"/>
	COM radio clarity when both transmitting and receiving	<input type="checkbox"/>
	COM radio can monitor a secondary frequency without breakthrough	<input type="checkbox"/>
Transponder	Altitude and location readout assessed with ATC facility, IDENT function working	<input type="checkbox"/>
GPS	Using aircraft power supply	<input type="checkbox"/>
	Position, track and groundspeed assessed for accuracy	<input type="checkbox"/>
Engine instrumentation	Oil press, oil temp, fuel press, coolant temp, EGT, CHT and fuel flow appropriate for phase of flight	<input type="checkbox"/>
EFIS ADI	Pitch and roll indications in agreement with horizon, heading in general agreement with GPS, altitude, heading, speed and altitude bugs tested, ground speed in agreement with GPS ground speed, vertical speed indications appropriate	<input type="checkbox"/>
Warning flags and annunciators	No warning flags or annunciator lights appeared during flight, other than those associated with low speed (stalls) or $V_{NE}$ .	<input type="checkbox"/>

### **Approach and Landing**

1. Conduct a normal approach and landing in the landing configuration as per the recommended procedure in the POH.
2. Check that with pedals free, slip is less than 0.5 ball deflection.
3. Check that the aircraft has no significant tendency to roll during final approach.
4. Check brake effectiveness at high speeds during roll out.
5. Conduct a landing in the take-off configuration at the speed recommended in the POH and confirm no abnormal tendency to float or sink.
6. Conduct a landing in the clean configuration at the speed recommended in the POH and confirm no abnormal tendency to float or sink.



7. Note any abnormal behaviour during landing (unusual tail swing, difficulty lowering tail, directional control difficulty, control forces, buffet).

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Test Item:	Test Description:	Satisfactory/Comment:
Normal landing as per POH with landing flap set. Approach at $V_{Ref}$ .	Rudder trim less than 1 ball deflection	<input type="checkbox"/>
	No significant tendency to roll	<input type="checkbox"/>
	No objectionable control forces	<input type="checkbox"/>
	Recorded conditions	RWY: <input type="text"/> Wind: <input type="text"/> P. Alt: <input type="text"/> OAT: <input type="text"/>
	No abnormal handling during the landing	<input type="checkbox"/>
	Landing run is in general agreement with POH	<input type="checkbox"/> POH: <input type="text"/> Test: <input type="text"/>
	Brakes effective and symmetrical. No binding or vibration	<input type="checkbox"/>
Approach and landing in the take-off and clean configuration.	Landings conducted in the clean and take-off configurations according to the speeds in the POH showed no handling abnormalities	<input type="checkbox"/>



**General Controllability and Trim**

Test Item:	Test Description:	Satisfactory/Comment:
General controllability	No unusual handling characteristics associated with operating the aircraft within the speed range from $V_{SO}$ to $V_{NE}$	<input type="checkbox"/>
	The aircraft did not display a tendency to roll in one direction during normal operations	<input type="checkbox"/>
	The pedal forces to maintain ball centred during straight and level flight were not objectionable	<input type="checkbox"/>
	The flap selector handle locks were engaged and released with ease	<input type="checkbox"/>
	The controls operated freely and smoothly in flight without any significant vibration	<input type="checkbox"/>
	Engine operation was smooth without any abnormal sounds, vibration or smells	<input type="checkbox"/>



## POST FLIGHT QC INSPECTION

This section must contain:

- Individual Checker List
- QC Inspection Snag Sheet (combined snags from all checkers)



Inspector:	
Serial No:	
Registration:	
Date:	

<b>Fuselage, engine and undercarriage</b>		
<b>Test Item:</b>	<b>Test Description:</b>	<b>Satisfactory/Comment:</b>
Propeller	Check no damage	<input type="checkbox"/>
Top cowling and spinner	<u>Paint work:</u>	
	Check no scratches	<input type="checkbox"/>
	Check clean	<input type="checkbox"/>
Bottom cowling	<u>Paint work:</u>	
	Check no scratches	<input type="checkbox"/>
	Check clean	<input type="checkbox"/>
Windscreen	Check no scratches	<input type="checkbox"/>
	Check clean	<input type="checkbox"/>
Main fairing	<u>Paint work:</u>	
	Check no scratches	<input type="checkbox"/>
	Check clean	<input type="checkbox"/>
Cheek fairings (if tail-dragger)	<u>Paint work:</u>	
	Check no scratches	<input type="checkbox"/>
	Check clean	<input type="checkbox"/>
	Check no brake fluid leaks	<input type="checkbox"/>
	<u>Check clean:</u>	
	Spring gear	<input type="checkbox"/>
	Wheels and tires	<input type="checkbox"/>
Inboard fairings	<u>Paint work:</u>	
	Check no scratches	<input type="checkbox"/>
	Check clean	<input type="checkbox"/>
Fuselage	<u>Sail condition:</u>	
	Check surface clean	<input type="checkbox"/>
	Check no damage	<input type="checkbox"/>
	Check inside for obvious damage	<input type="checkbox"/>
	Check inside for loose parts or tools	<input type="checkbox"/>
	Check lower baggage compartment clean	<input type="checkbox"/>

<b>Left Side Cabin and Restraints</b>		
<b>Test Item:</b>	<b>Test Description:</b>	<b>Satisfactory/Comment:</b>
Door frames	Check no scratches.	<input type="checkbox"/>
	Clean.	<input type="checkbox"/>



Cabin door (external - left side)	Check no scratches.	<input type="checkbox"/>
	Clean.	<input type="checkbox"/>
	Windows clean and free of scratches.	<input type="checkbox"/>

Right Side Cabin and Restraints		
Test Item:	Test Description:	Satisfactory/Comment:
Door frames	Check no scratches.	<input type="checkbox"/>
	Clean.	<input type="checkbox"/>
Cabin door (external - right side)	Check no scratches.	<input type="checkbox"/>
	Clean.	<input type="checkbox"/>
	Windows clean and free of scratches.	<input type="checkbox"/>

Central and Aft Cabin		
Test Item:	Test Description:	Satisfactory/Comment:
Centre console	Check no scratches.	<input type="checkbox"/>
	Clean.	<input type="checkbox"/>
	Storage area clean and empty.	<input type="checkbox"/>

Instrument Panel		
Test Item:	Test Description:	Satisfactory/Comment:
Panel	No scratches.	<input type="checkbox"/>

Left Wing		
Test Item:	Test Description:	Satisfactory/Comment:
Left Wing struts	<u>Check no scratches and clean:</u>	<input type="checkbox"/>
	Struts	<input type="checkbox"/>
	Jury struts	<input type="checkbox"/>
Left Wing	<u>Sail condition:</u>	
	Check surface clean	<input type="checkbox"/>
	Check no damage	<input type="checkbox"/>
	Check for pitot static flag	<input type="checkbox"/>
Left Wingtip	<u>Paint work:</u>	
	Check no scratches	<input type="checkbox"/>
	Check clean	<input type="checkbox"/>
	Check lens cover is clean and no scratches	<input type="checkbox"/>

Right Wing		
Test Item:	Test Description:	Satisfactory/Comment:



Right Wing struts	<u>Check no scratches and clean:</u>	<input type="checkbox"/>
	Struts	<input type="checkbox"/>
	Jury struts	<input type="checkbox"/>
Right Wing	<u>Sail condition:</u>	
	Check surface clean	<input type="checkbox"/>
	Check no damage	<input type="checkbox"/>
Right Wingtip	<u>Paint work:</u>	
	Check no scratches	<input type="checkbox"/>
	Check clean	<input type="checkbox"/>
	Check lens cover is clean and no scratches	<input type="checkbox"/>

<b>Empennage</b>		
<b>Test Item:</b>	<b>Test Description:</b>	<b>Satisfactory/Comment:</b>
Horizontal stabilisers and elevators	<u>Sail condition:</u>	
	Check surface clean	<input type="checkbox"/>
	Check no damage	<input type="checkbox"/>
Vertical stabiliser and rudder	<u>Sail condition:</u>	
	Check surface clean	<input type="checkbox"/>
	Check no damage	<input type="checkbox"/>
Dorsal fin	<u>Sail condition:</u>	
	Check surface clean	<input type="checkbox"/>
	Check no damage	<input type="checkbox"/>



**Post-Flight QC Snags**

Note all snags and unsatisfactory items found during the inspection. Return this form to the Assembly/Production Manager for rectification.

Serial Number: \_\_\_\_\_

Registration: \_\_\_\_\_

Date of initial inspection: \_\_\_\_\_







## AIRCRAFT DOCUMENTATION CHECKLIST

This checklist serves to ensure that all applicable documentation is present and valid.

Description:	PASS	FAIL
Confirm ATF expiry date: _____		
Certificate of Registration present		
Confirm Aircraft Radio Station License Expiry Date: _____		
Confirm Certificate of Release to Service Expiry Date: _____		
Confirm Mass & Balance Report Expiry Date: _____		
Confirm Flight Folio No: _____		
List of visual signals and procedures for use by intercepting and intercepted aircraft.	n/a	n/a
The Aircraft Equipment List is present, complete and appropriately signed.		



**CERTIFICATE OF RELEASE TO SERVICE**

Aircraft Registration: \_\_\_\_\_

Aircraft type: \_\_\_\_\_

Serial No.: \_\_\_\_\_

"I hereby certify that I am satisfied that the above-mentioned aircraft and all its equipment are in every way serviceable for flight and that all maintenance has been carried out in accordance with the Civil Aviation Regulations of 2011, as amended, and the aircraft's Accepted Maintenance Schedule.

This certificate lapses at a total of..... hours of ..... flight time or on..... (date), whichever occurs first, unless the aircraft is involved in an accident or becomes unserviceable, in which case the certificate is invalid for the duration of the period".

Licence No.: \_\_\_\_\_

Signed: \_\_\_\_\_

Date: \_\_\_\_\_



## INSPECTION AND SERVICING OF OPERATIONAL AND EMERGENCY EQUIPMENT

### EMERGENCY EQUIPMENT CHECKLIST

**Table 11: Emergency Equipment Checklist**

Item No.	Description	Qty	Check	Expiry Date
1	Sealed First Aid Kit	1		
2	Cockpit Fire Extinguisher	1		
3	Signal Strips Set	1		
4	BRS System*			

\* Only installed in some aircraft, mark "n/a" for aircraft in which it isn't installed.



## PERIODIC INSPECTION FOR FIRE EXTINGUISHER

An inspection of the fire extinguisher needs to be conducted as part of the pre-flight check.

SCOPE AND DETAILS OF FIRE EXTINGUISHER INSPECTION			
Each person performing the inspection shall complete paragraph A.			
A)	FIRE EXTINGUISHER CHECKS	PASS	FAIL
1. Check accessibility	<ul style="list-style-type: none"> <li>Identify if the fire extinguisher is present in the cockpit.</li> <li>Check if it is accessible or blocked by any equipment or other objects that would make it difficult to access during an emergency.</li> <li>Check that the clamp holding the fire extinguisher secure in the cockpit.</li> </ul>		
2. Examine the physical state	<ul style="list-style-type: none"> <li>Look for the fire extinguishers serial number, and check if the fire extinguisher label is readable.</li> <li>Check if the cylinder and other external parts are free of corrosion, dents and other signs of damage.</li> <li>Check if the locking pin is intact between the operating level and handle, and if it is secured by the seal.</li> </ul>		
3. Check the pressure gauge	<p>Examine where the gauge needle is on the extinguisher.</p> <ul style="list-style-type: none"> <li>A needle in the left red zone means that the fire extinguisher is depressurized and warrants a recharge.</li> <li>A needle within the green zone is good.</li> <li>A needle in the right red zone signals a danger of over-pressure.</li> </ul>		
4. Check the inspection tag	<p>Check if the inspection tag is present, and check the last inspection date and next inspection due date if so.</p>		



Inspection Findings:

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<b>STAMP</b>	
<b>SIGNATURE</b>	





## PERIODIC INSPECTION FOR FIRST AID KIT

An inspection needs to be conducted in accordance with the below instructions on the first aid kit:

- When the expiry date noted on the security seal has been reached.
- Before the next flight if the kit has been opened for use.

A simple check for the presence of the security tag and of the expiry date needs to be done as part of the pre-flight check.

SCOPE AND DETAILS OF <b>FIRST AID KIT</b> INSPECTION			
Each person performing the inspection shall complete paragraph A.			
A)	FIRST AID KIT CHECKS	PASS	FAIL
1. Check the kit against the checklist	<ul style="list-style-type: none"> <li>• Break the security seal on the medical kit if it has not already been opened.</li> <li>• Check each item in the checklist for both quantity present and expiry date.</li> </ul>		
2. Replace items as required.	<ul style="list-style-type: none"> <li>• Remove any items that have been used, damaged or are expired and replace them with new ones.</li> <li>• Replenish the kit and ensure that the required number of each item is present.</li> <li>• Note the expiry dates in the right hand column of the below checklist.</li> </ul>		
3. Seal the kit for reissue	<ul style="list-style-type: none"> <li>• Once the kit is packed, secure the 2 zips with a red security seal inverted.</li> <li>• Using a permanent marker, write the expiry date of the medical kit on the seal.</li> <li>• <b>The expiry date of the gate is the earliest date of expiry of the items contained within.</b></li> </ul>		

**Table 12: Check list for First Aid Kit**

Item No.	Description	Qty	Check	Expiry Date
1	Non woven triangular bandage 90cmx90cmx124cm	2		
2	Burn shield emergency burn care dressing 100mmx100mm	1		
3	Scissors	1		n/a
4	Digital thermometer with battery	1		n/a
5	Plasters	5		n/a
6	Safety pins	10		n/a
7	Steri-Strip 3mmx75mm reinforced skin closures	1		
8	Paper tape roll	1		n/a
9	First aid instructions booklet	1		n/a
10	Mirror	1		n/a
11	Splint	2		n/a
12	Emergency blanket	1		n/a
13	Sterile gauze compress 75mmx75mm sachets	2		
14	Flexivial water for injections	2		
15	Matches and strike pad set (3 matches)	1		n/a
16	CPR mouth piece	1		n/a
17	First aid pressure dressing 150mmx200mm	1		n/a
18	Conforming bandage 7.5cmx4.5m	1		n/a
19	Conforming bandage 50mmx4.5mm	1		n/a
20	First aid pressure dressing 75mmx100mm	1		n/a
21	Elastoplast tape 25mmx4.5m	1		n/a
22	Cetrimide solution wound cleaner	1		



Inspection Findings:

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**PERIODIC INSPECTION FOR BRS SYSTEM**

A basic inspection of the BRS system needs to be conducted as part of the pre-flight check. For all more detailed procedures pertaining to the system including remedial actions should expired items be found, please refer to the following documents available from the airframe manufacturer:

1. BRS Parachute Installation Manual
2. BRS Instructions for Continued Airworthiness

SCOPE AND DETAILS OF <b>BRS SYSTEM</b> INSPECTION			
Each person performing the inspection shall complete paragraph A.			
A)	BRS SYSTEM BASIC CHECKS	PASS	FAIL
1. Check the pin is secure in the handle prior to any system manipulation.	<ul style="list-style-type: none"> <li>• Check that the pin is in the handle to prevent accidental actuation of the system.</li> </ul>		
2. Check for expiry date exceedances	<ul style="list-style-type: none"> <li>• Both the soft pack and the rocket have a unique expiry date on them.</li> <li>• Gain access to the baggage compartment and check the expiry dates on <b>both</b> components have not been exceeded.</li> </ul>		
3. Check the cable	<p>A cable links the rocket to the handle in the cockpit, running under the fuel tank and control cable pulleys and terminating in the handle secured to the centre consol.</p> <ul style="list-style-type: none"> <li>• Check the routing and ensure that there are no obvious kinks in the outer cable that might stop the movement of the inner cable.</li> <li>• Check for any obvious chaffing along the cable.</li> </ul>		



Inspection Findings:

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<b>STAMP</b>	
<b>SIGNATURE</b>	