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Aircraft Owner Obligations for Annual Inspections

Organising an Annual Inspection

Contact your local SAC Inspection Authority holder, well in advance of the expiry date on your sticker, and the entry in your logbook.

Give the poor guy time to arrange a mutual date, and time to carry out the required Annual Inspection.

You will need to allow between 1 –2 hours for this inspection.

The cost of SAC paper work and compliance is \$25. The Inspector will charge you for their time also.

Presentation of Aircraft

It is the Aircraft owner who is responsible for the presentation of the aircraft to the SAC Inspector: This means the owner or a representative (Operator) must be on site and have the aircraft in a clean, tidy condition and ready for flight. There must be sufficient light and space around the aircraft for easy access.

All engine cowls and inspection ports must be removed for viewing as instructed by the Inspector.

Carriage of Documents

Class 2 Microlight aircraft require the Flight Permit Document issued by CAA to be in the aircraft at all times.

The current Annual Condition Inspection sticker placed in a prominent place. The aircraft flight manual if there is one.

Class 1 Microlight aircraft require the current Annual on Condition Inspection sticker in a prominent place.

The aircraft flight manual if there is one.

Logbooks

Class 2 Microlights require 3 logbooks - Aircraft Logbook – Engine Logbook – Prop Logbook.

These books should be up to date and ready for inspection

The reason for this is, to compile a maintenance history which can follow the airframe, engine or prop in the event of sale or purchase to other owners.

Class 1 Microlights are not legally required to maintain logbooks, although SAC expects Class 1 owners to have at least 1 logbook up to date, and ready for inspection as part of their ongoing safety policy.

Note: You must not carry Aircraft logbooks in the aircraft.

Maintenance Required

The owner is required to maintain the aircraft in accordance with the maintenance schedule set out by the aircraft, engine and propeller manufacturers, and all maintenance recorded in the aircraft logbooks.

Airworthiness Directives

It is the owner's responsibility to comply with all CAA Microlight Airworthiness Directives. Also any directives sent out by the aircraft manufacturer, engine or propeller manufacture. These can be obtained via a web search applicable to the manufacturer or by searching particular AD's

Signing of the Inspection form

The aircraft owner or representative will have to be present to supply owner contact details and will be responsible for signing the Annual condition Inspection form Sec.B Owners statement paragraph.

Common problem areas found during inspections

Lack of placards i.e. This Statement:

**PASSENGER WARNING.
"THIS AIRCRAFT DOES NOT REQUIRE AN AIRWORTHINESS CERTIFICATE"**

Weight Placard: Maximum Gross weight _____kgs
 Maximum Payload _____kgs
 Minimum Payload _____kgs

Aircraft Registration markings: Affixed to both **sides of the fuselage or vertical tail section** at least 250mm height. The dimensions and placement of Registration Marks are per, the CAA Rule Part 47.113.

Changes to engine type or propeller, invalidate the flight permit on a Class 2 Microlight. It then requires a new flight permit to be issued by CAA cost \$30 before further flight. If the changes made, are to install a different type of engine or propeller, then a modification approval/ acceptance must be requested from SAC Technical Officer.

Flight Permits issued on older aircraft may have terminating Flight Permits. Check the date and if expired get in touch with CAA to get a new Flight Permit before further flight.

Lack of, up to date logbooks.

Every flight should be entered into all 3 Logbooks, normally transferred from a Flight logbook, which is carried in the aircraft

All Logbook entries must be made within 24Hrs of return to base.

Remember!!!!

Help your IA out: Give him any information about your aircraft that you think he should know.

Tell him: about any problems you have experienced, and any repairs that you have carried out.

Ask him: about anything you are not sure of.

Finally, be truthful, after all, it is all about safety, and your IA is there to do his part in helping you to fly safety.