

# SPORT AVIATION CORP LTD Microlight Aircraft Inspection Form Application #8.81

Rev 0 1/8/16

No. 0000

<b>Microlight Type – (circle) Class One / Class Two</b>			
<b>Registered Owner's Name</b>			
Address			
City		Phone No	
Person preparing A/C for Insp		Mobile No	
<b>Airframe Details</b>			
Manufacturer		Model	ZK
Certification Std	Serial No	Aircraft Config	Hours
<b>Engine Details</b>			Total Hours in last 12 months
Manufacturer		Model	
Serial No	Horse Power	Hours	
<b>Propeller Details</b>			
Manufacturer		Diameter	Pitch
Serial No	No of Blades	Hours	
<b>Rotor System</b>			
Manufacturer		Diameter	
Serial No	Hours		
<b>Owner's Statement</b>			
<p>I certify that since the last annual inspection I have not carried out any repairs or alterations to this aircraft that would affect the airworthiness or invalidate the aircraft type certification standard. I further state that I have carried out a continuing Maintenance Programme which is approved for this aircraft, engine, propeller/rotor, radio and transponder (if fitted). I have also complied with all mandatory Service Bulletins and Safety Directives issued for the aircraft, engine, propeller/rotor, radio and transponder (if fitted) and I have entered these in the appropriate logbooks which are available for inspection.</p> <p>I understand that it is my responsibility as pilot in command to assess the airworthiness of this aircraft prior to every flight and that both the aircraft inspector and Sport Aviation Corp Ltd will accept no responsibility on any grounds whatsoever to any person for any act, omission or error in the inspection of this aircraft or issue of the flight permit validation.</p>			
Signed: _____		Date: _____	
<b>Regulatory Compliance Check</b>			
		Yes	No
47.109	Display of Marks		
47.113	Location of Marks		
		Yes	No
47.119	Identification Plate		
103.107	Placards		
<b>Inspector Validation</b>			
<p>A Microlight Inspection Authority Holder must complete the Visual Inspection (see over) and certify as to the Aircraft's Airworthiness at that time. (Strike out one, (a) or (b), before signing).</p> <p>I hold a current and valid SAC Inspection Authority certificate and certify that I have carried out an annual condition inspection and:</p> <p>(a) The Aircraft is airworthy. The Flight Permit is revalidated.</p> <p>(b) The Aircraft is not airworthy. The Flight Permit is NOT REVALIDATED.</p>			
S.A.C IA Name: _____		Authority No: _____	
S.A.C IA Signature: _____		Date: _____	Sub Due: _____
S.A.C Checked and Actioned by: _____		Date: _____	
Next Revalidation Due: _____			

<b>Visual Inspection – Please refer to SAC Manual – Form 8.16 for Amplification of Items</b>					
General Items	Sat	Unsat	Cockpit Area	Sat	Unsat
Approved Logbks (Prop, Eng, A/frame, Rotor)			Cleanliness or loose equipment		
Airworthiness Directives in logbooks			Flight Permit carried and correct details		
Corrosion and cracks - General			Placards - MAUW Min and Max payload		
Visual Damage - Any			Passenger warning - Placard		
Weight and balance in logbooks			Identification Plate - Fireproof		
<b>Fuselage / Tail Assembly</b>	Sat	Unsat	Battery and wiring - Security and condition		
Fabric or skin condition			Instruments - Airspeed - Altimeter - Compass		
Hinges and connections - Wear within limits			Seats and belts - Condition and security		
Trims and servo tabs - Condition and operation			Windows and windshield condition		
Tail skid condition			Flight controls - Full free, correct sense		
Registration markings - On side of aircraft			Flight controls - Cable tensions and Stops		
<b>Wings Assembly</b>	Sat	Unsat	Flight controls - Excess play check		
Fabric or skin condition			Engine controls - Full and correct operation		
Wing spar and ribs - Condition and attachment			Doors and Emergency exits - Safe Operation		
Drag - Anti drag - Flying wires - Condition			Cabin Heating System - Safe no exhaust leaks		
Flap condition and operation			<b>Radio and Transponder</b>	Sat	Unsat
Aileron condition and operation - Tension			Installation and mounting		
Pitot - Static operation			Transponder calibrated and current		
Fuel tank system - Condition and operation			Antenna - Condition and mounting		
<b>Engine</b>	Sat	Unsat	Wiring - Bonding and shielding		
Mounting system - Security - Condition			<b>Propeller / Rotor</b>	Sat	Unsat
Fuel line system and components			General condition		
Electrical system and components			Torque and Tracking		
Oil system and components			Pitch Adjustment and operation		
Exhaust system and components			Security - Locknuts or safety wired		
Cooling system and components			<b>Landing gear</b>	Sat	Unsat
Cowling condition and security			Condition and attachment		
Compression - Normal			Shock absorbing qualities		
Studs - Nuts and components			Wheels - Tyres - Bearings - (Floats – Skis)		
Engine controls - Condition and operation			Brakes - Fluid level and condition		
Other Accessories - Security and condition			Spats - Mounting and secure		
Wear check - Big end Bearing Test (2 stroke)			Retracting and locking operation		
<b>Maintenance Required, Other Notes:</b>					

White Copy – Aircraft Owner's Copy

Yellow Copy - SAC Copy

Blue Copy - Inspector's Copy