

SECTION 4.2.1**DAILY AND PRE-FLIGHT INSPECTIONS**

1. It is the pilot-in-command's responsibility to carry out a pre-flight inspection prior to every flight and to ensure a daily inspection has been carried out prior to the first flight of each day and operation. The pilot-in-command must ensure that the ultralight being operated is currently registered with the AUF and is airworthy. The following inspection procedures provide an example of the items to be inspected as a minimum. If a manufacturer's inspection checklist exists. If not, then make your own from the schedule in this Section.
2. Make copies of your checklist and mark each item as it is checked. If you get distracted during the check, start all over again - it could save your life!

NOTE: Cross out items not applying to **your** aircraft and insert in the spaces provided, additional items required to be checked in **your** aircraft.

3. Inspections should be carried out with the attitude that:

“THIS ULTRALIGHT IS UN-AIRWORTHY UNTIL PROVEN TO BE AIRWORTHY”

DAILY INSPECTION**Ignition off.****General:**

- * Tubes - Check for bends, dents, scratches, etc.
- * Wires - Check wire ends for bolt and/or other fastener security.
 - Check for twisted or jammed thimbles.
 - Check cables are free of kinks, frays, abrasions, broken strands etc.
 - Check cables are free of sagging but not so tight that they 'twang' when plucked.

Right Wing:

- * Wing attachment points and bolts.
- * Fabric and compression struts along leading edge.
- * Check each compression strut for dents or distortion.
- * Rigging cables and attachment points along leading edge.
- * Wing tip.
- * Fabric ties and attachments and compression struts along trailing edge.
- * Attachment points for struts.
- * Aileron connections and hinges.
- * Rigging cables and attachment points along trailing edge.

Left Wing:

- * Wing attachment points and bolts.
- * Rigging cables and attachment points along trailing edges.

- * Aileron connection and hinges.
- * Attachment points for struts.
- * Fabric and compression struts along trailing edge.
- * Wing tip.
- * Rigging cables and attachment points along leading edge.
- * Fabric ties and attachment points and compression struts along leading edge.
- * Check each compression strut for distortion or dents.

King Post (Vertical tube(s) positioned above the wing supporting wire braced wings):

- * Security of attachment.
- * Landing cables for attachment and condition.

Landing Gear:

- * Tubes and attachment points.
- * Wheels and tyres.

Flying and Landing Wires:

- * Check for condition and attachment.

Pilot Seat:

- * Attachment.
- * Seat belt.

Controls:

- * Travel and freedom (in the correct sense).
- * Proof load - have someone hold the control surfaces while applying normal pressure on the controls.

Windscreen:

- * Secure and clean.

Parachute (if fitted).

Fuel System:

- * Fuel line for secure clamps.
- * Check security and integrity of tanks.
- * Check fuel level - tank should be FULL for every flight.
- * Fuel drain.

Engine:

- * Pull starter.
- * Ignition off.
- * Loose Bolts.
- * Loose electrical connections.
- * Loose spark plug caps.
- * Loose or damaged parts.
- * Throttle cable seated properly.
- * Top of carburettor tight.

- * Fuel leaks.
- * Sediment in fuel filter.
- * Oil leaks.
- * Reduction gear secure - no oil leaks.
- * Reduction V-belt drive - check for wear, proper tracking and correct tension.

Propeller:

- * Cracks, chips or nicks.
- * Propeller bolts tight.

Tail Surfaces:

- * Tail booms and braces.
- * Control systems rods and cables.
- * Horizontal stabiliser and attachment points.
- * Elevator hinges and linkages.
- * Fin and attachment points.
- * Rudder hinges and linkages.
- * Tubing for dents or distortions.
- * Cables for fraying, loose thimbles or kinks.
- * Rigging cables for tension.

Registration:

- * Current - Blue Card attached.
- * Warning notice in place. [CAO 95.10 aircraft only]

Controls:

- * Sitting in seat with harness secured, can the throttle, pedals, stick and ignition be comfortably reached?

IMPORTANT NOTE

This Section is to be used as a guide only. Some ultralight aircraft may require a different 'DAILY INSPECTION' Check List.

PRE-FLIGHT INSPECTION

For flights carried out on the same day, the daily inspection may be shortened to include only those items which would be critical to flight safety.

IMPORTANT NOTE

The owner is always responsible for the airworthiness of his ultralight aircraft. Before each flight, complete whatever inspection the owner considers necessary. The pilot-in command must be satisfied that the aircraft is airworthy before each flight

CONSULT THE ULTRALIGHT AIRCRAFT MANUFACTURERS HANDBOOK FOR THE REQUIREMENTS SPECIFIC TO THE PARTICULAR TYPE OF ULTRALIGHT AIRCRAFT.

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