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# RA- Aus TECHNICAL MANUAL Section 7.4.3 Annex B

Form RA-Aus TECH July 2007 issue 1

## **CAO 95.55 AND 95.32 AIRCRAFT CONDITION REPORT**

(includes transfer from VH, GFA, HGFA, SAAA)

Pre vious Registration (VH, HGFA)

DATE: ..... RA-Aus REGISTRATION NUMBER:

>>>>>>>>>>> WARNING <<<<<<<<<<<<< >For aircraft constructed under the provisions of CAO 95.55 para 1.2 and 1.5 THERE IS NO CIVIL AVIATION SAFETY AUTHORITY or RA-Aus GUARANTEE OF THE AIRWORTHINESS OF THESE AIRCRAFT.  PILOTS OPERATE THESE AIRCRAFT AT THEIR OWN RISK. >>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>				
		Resultgrams		
Log Book Inspection				
Date of last Flight	Total hours flown	Total Landings		
Record the weighed empty weigh	nt of the aircraft and date of last weigh	ning Weight:Date:		
Note any evident repairs and mo	difications made to the aircraft and wh	nether they are recorded in the Log Book		
List Modifications		Recorded? Yes/No (for Each)		

LEVEL 2 SIGNATURE .....

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#### 2. Aircraft Inspection:

In addition to the inspection schedule below the person inspecting this aircraft should also be conversant with the Periodic and Heavy Landing Inspection schedules in the RA-Aus Technical Manual and complete those inspections if relevant or necessary.

## >>>>Ensure warning placards are correctly affixed on 19-xxxx registered aircraft<

Inspect condition and operation of the following:	Acceptable? -Comment
Registration numbers on underside of port wing and on appropriate vertical surfaces	? Yes/No
All structure for integrity, deterioration and alignment	Yes/No
Airframe coverings for strength, wear and damage.	Yes/No
All control surfaces for bearing wear, and free play.	Yes/No
All exposed lock nuts, fasteners and clevis pins.	Yes/No
All bracing, control wires and swages. King-post/struts.	Yes/No
All main spar and fuselage tubes for roundness, absence of dents, scratches and corrosion	Yes/No
All tube to tube attachment points for wear, bolt hole ovality and bolt condition.	Yes/No
Landing gear attachment points.	Yes/No
Landing gear for deformation, wear, pivot and bearing condition.	Yes/No
Wheels, wheel bearings, tyres and tread depth.	Yes/No
Visibility through the windscreen and security of attachment.	Yes/No
Instrument panel for security, protrusions and condition of Instruments.	Yes/No
Cockpit for padding around structure close to pilot's head.	Yes/No
Cockpit for sharp or loose objects.	Yes/No
Parachute attachment and clearance [if fitted].	Yes/No
Parachute packing expiry date [if fitted].	Yes/No
Seat belts for condition and attachment, anchorage points for wear & load path	Yes/No
Seat belt release mechanism under load of at least 20 kg	Yes/No
All control linkages for wear and smooth operation - no free play.	Yes/No
Rudder, aileron and elevator stops.	Yes/No
Identify and inspect repairs and confirm that repairs are recorded in the Log Book	Yes/No
Comment on any unacceptable aeronautical practices present	Yes/No
Comments:	

LEVEL 2 SIGNATURE.....

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# 3. Power Plant and Propeller.

Engine make/model .	Serial Number	
Propeller make/mode	elNo of BladesSeria	al Number
Actual engine hours [	from log book] since last complete overhaulTotal engi	ine hoursTacho
Inspect condition and	operation of the following:	Acceptable? - Comment
All engine to airframe attachment points.		Yes/No
<ul> <li>Throttle cable and linkage security with attention to both ends.</li> </ul>		Yes/No
<ul> <li>Throttle cable condition, run-routing, curve profiles (no kinks)</li> </ul>		Yes/No
Throttle stops at the engine and the throttle lever.		Yes/No
<ul> <li>All elements of the cooling system specific to the type.</li> </ul>		Yes/No
All ignition components and positive security of spark plug connections		Yes/No
Ignition kill switch and leads for corrosion, repeated correct operation and security.		Yes/No
Starter mechanisms for integrity and operation		Yes/No
Fuel filter type and condition.		Yes/No
Carburettor manifold and complete fuel system for air or fuel leaks.		Yes/No
Fuel pump and line attachment security.		Yes/No
Fuel tank and attachment points.		Yes/No
Fuel contents indicating system and placarding.		Yes/No
Fuel lines and primer bulb.		Yes/No
Engine instruments and sensors.		Yes/No
• Exhaust:	Cracks, holes and welds.	Yes/No
	Movement in all flexible joints, spring effectiveness and integrity.	Yes/No
	Spring safety wiring, exhaust spacing from flammable objects	Yes/No
Reduction drive:	Belt condition, tension and bearing serviceability.	Yes/No
Gearbox oil level, o	oil leaks, mounting security.	Yes/No
Propeller:	Driveline bearings, tracking, propeller nicks, cracks, delamination	Yes/No
	Hub mounting bolts for correct torque and security.	Yes/No
• Engine Run. Note	that this is not a performance run - it is a functional run only (Tick or	Comment)
1. the engine will	start and run normally	?
2. no vibration of	2. no vibration of the engine, mounts or airframe while running	
3. no unusual noises emanating from the engine		?
4. smoothness of running, acceleration and no tendency to misfire or run erratically		?
5. fuel, coolant, induction and ignition and exhaust system integrity and function ?		?
6. instrument functionality eg EGT, tacho, hourmeter		?
7. propeller (and	reduction system - if installed) function	?
<ul> <li>Identify and inspect</li> </ul>	ct repairs and that repairs are recorded in the Log Book	Yes/No
Note wear and cor	nment on any unacceptable aeronautical practices present	Yes/No
Comments		

**ACR** Page 4 of 4 4. General Condition of Aircraft Comment here on the general condition of the aircraft. For example, was the aircraft complete, fully rigged and did it appear to be in a flyable condition. If not what was the state of the aircraft. 5. Test Flight - Optional If the aircraft is considered flyable, to complete a full report on the condition, a test flight MAY be performed. List details of the flight and comments (on back of sheet if necessary) 6. Any Other Comments: Consider the aircraft as a whole and make any other comment about any part or the whole of the aircraft which would reasonably be of interest to a prospective new owner 7. Photograph: Attach a recent photograph (full view which should show registration markings) of the aircraft to this report. The person completing this ACR is to annotate the back of the photograph with the aircraft registration number and the date on which it was taken. 8. Certification: I, the undersigned, have inspected the aircraft referred to in this ACR, the aircraft's Log Book and Aircraft Data Sheet and other documentation available and certify that the information in this ACR and the Aircraft Data Sheet is complete, accurate and correct to the best of my knowledge. This certification does not infer that I consider the aircraft to be airworthy or otherwise. Signature.....Name....

>>>>>>> WARNING <<<<<<<

If the above signed does not hold a Level Two maintenance authority, give details of prearranged RA-

Aus authority to conduct the inspection (eg Telecon Tech Manager....date).

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