

**DEPARTMENT OF CIVIL AVIATION**

**FLEXWING MICROLIGHT INSPECTION SCHEDULE**

Reg: 5B –	Type:	Serial No:
Date of Inspection:		

		Comments	Sat / Unsat
<b>1 General:</b>			
1.1	Logbooks entries checked, including all maintenance and repairs		
1.2	Weight report, with entry in logbook		
1.3	All accidents, defects and incidents logged		
1.4	All repairs logged and authorized		
1.5	All special overhauls logged		
1.6	Total engine hours correct		
1.7	Total airframe hours correct		
1.8	Registration document checked		
1.9	Permit to fly checked		
1.10	Service bulletins and MPDs complied with		
1.11	Aircraft manual, including batten profile and all modification approvals attached		
1.12	Metal plate checked		
1.13	Placards checked		
<b>2 Trike Structure:</b>			
2.1	Keep tube (s) and snoot		
2.2	Pylon tube (s)		
2.3	Front strut		
2.4	Undercarriage		
2.5	Seat frame		
2.6	Steering head (s) and front forks		
2.7	Hang-point attachment		
2.8	Engine mount, including wires		
2.9	Drag links and bracing tubes		
2.10	Undercarriage wires		
2.11	Seat harnesses, buckles, seat fabric		
2.12	Wheels, tyres and brakes		
2.13	Brackets, plates and joint assemblies		
2.14	Bolts, nuts, washers, pip-pins, pop-rivets		
2.15	Pod, spats, fairings and fabric skirts		
2.16	Instruments and electrics		
<b>3 Powerplant:</b>			
3.1	Engine and attachments		
3.2	Flexible mountings		
3.3	Exhaust system, silencer, and supports		
3.4	Gearbox or reduction drive		
3.5	Fuel tank, cap and vent ( drip tray )		
3.6	Fuel lines, filter, fuel cock, pump		
3.7	Carburetor, air intake, security		
3.8	Engine Controls ( throttle(s), choke(s), mixture if fitted )		
3.9	Starting system		

DCA/MLA/003 Issue 1 ( Feb. 2003 )

		Comments	Sat/Unsat
3.10	Electric (charging, low tension, lights, fusing)		
3.11	Ignition, switches, contact breakers, plugs, leads		
3.12	Prop-shaft, flanges, bearings, gears, bolts		
3.13	Propeller		
3.14	Compression test		
3.15	Engine ground run		
<b>4. Wing Structure</b>			
4.1	Leading edges, including sleeves		
4.2	Cross tubes, including abutment		
4.3	Keel (and bowsprit if fitted)		
4.4	Control frame (bowing?)		
4.5	Any special airframe components		
4.6	Wing battens		
4.7	Hangpoint ( distortion and wear)		
<b>5. Rigging</b>			
5.1	Cables, thimbles, swages and tangs		
5.2	Nuts, bolt and washers		
5.3	Swan catch (elongated?)		
5.4	Tangs, turnbuckles, toggles and clamps		
<b>6. Sail</b>			
6.1	Stitching		
6.2	Damage		
6.3	Degradation (Bettsometer test)		
6.4	Discoloration		
6.5	Batten pockets		
6.6	Keel pocket		
6.7	Sail attachments		
<b>7. Symmetry and rigging</b>			
7.1	General rigging		
7.2	Symmetry when rigged		
7.3	Overall condition of wing		
7.4	Overall condition of trike		
7.5	Security of fasteners		
7.6	Levels of corrosion		
<b>8. Inspector's paperwork</b>			
8.1	Logbook entry(s) made for inspection		
8.2	DCA/MLA/001 checked and completed		

**DECLARATION**

Based upon the condition of the aircraft at the time of inspection, the inspector declares that the aircraft has **PASSED/FAILED** the inspection. The inspector has informed the owner of the condition of the aircraft and in the case of a failure, that it must not be flown until it has passed and that any current permit to fly would be invalid.

All defects and relevant comments have been entered into the aircraft logbooks.

This form, or a copy, will be sent to the Cyprus DCA for retention in the aircraft records.

Inspector's signature:	Date:	Owner's signature:	Date:
Name:		Name:	
Insp. No:			

DCA/MLA/003 Issue 1 ( Feb. 2003 )