

DEPARTMENT OF CIVIL AVIATION OF CYPRUS

MICROLIGHT AIRCRAFT CHECK FLIGHT SCHEDULE FOR PERMIT REVALIDATION

1. DETAILS OF AIRCRAFT

1.1	Make:	Model:	Reg:
1.2	Aircraft Inspection Report checked		
1.3	Airframe & Engine Logbook checked		

2. PRE FLIGHT INSPECTION

2.1	Take-off Weight		
2.2	Approx. Take-off CG position:	Hangpoint position:	
	(3 axis only)	(flexwing only)	
2.3	Fuel carried:	Ballast carried:	
2.4	Safety equipment/harness/parachute checked:		
2.5	Control travels and frictions checked:		
2.6	Rigging and correct assembly checked:		
2.7	Max RPM	CHT / EGT	Oil Press / temp
2.8	ASI Units?		

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3. FLIGHT TEST – ALL AIRCRAFT

An inspection must have been carried out within 1 calendar month before the flight, and an inspectors signature seen on a form DCA/MLA/001.

3.1	Pilot's name:	CP No:	TP1 / TP2 / CP
3.2	OAT: °C	QFE	mb
3.3	T/O X-wind:	Strength:	Turbulence:
3.4	Take off satisfactory?		YES / NO
3.5	Time to 1000 ft::	Climb IAS:	RPM:
3.6	Engine Handling?	Vibration:	Cooling
3.7	Maximum bank level turns: (45° / 60°)	OK left	OK right
3.8	Idle power, wings level stall:	Stall speed:	Behaviour:
3.9	30° left stall from level turn:	Stall speed:	Behaviour:
3.10	30° right stall from level turn:	Stall speed:	Behaviour:
WARNING: DO NOT STALL AT BANK ANGLES BEYOND 30° OR IN SIGNIFICANT TURBULENCE			
Stall must be approached no more rapidly than 1 kn/s			

Notes (3.8) Max 20° roll at stall permissible.
(3.9-10) Max 30° in turn or 60° out turn roll permissible.
(3.8-10) Record nature and margin of stall warning
Pitch forces must not lighten near stall.

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4a. FLIGHT TEST – stability and control (3 axis)

4a.1	Gradually to full right roll control and opposite yaw control	IAS: (Trim speed)	Control forces and deflections keep increasing with sideslip: (YES/NO)
4a.2	Gradually to full left roll control and opposite yaw control	IAS: (Trim speed)	Control forces and deflections keep increasing with sideslip: (YES/NO)
4a.3	Gradually to full right roll control and opposite yaw control	IAS: (Approach speed)	Control forces and deflections keep increasing with sideslip: (YES/NO)
4a.4	Gradually to full left roll control and opposite yaw control	IAS: (Approach speed)	Control forces and deflections keep increasing with sideslip: (YES/NO)
4a.5	Confirm aircraft returns to wings level without difficulty each time.		(YES/NO)
4a.6	Dive to Vne	Control force and deflection always increasing: (YES/NO)	Speed achieved:
WARNING: DO NOT ATTEMPT HIGH SPEED DIVE IN TURBULENCE			
If NO to any of the above, cease test, record details and consult DCA technical office or manufacturer:			

Notes: (4a.1-4) Max 1/3 control deflection if above Va

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4b. FLIGHT TEST – stability and control (weight shift)

4b.1	Typical rolling manoeuvres	IAS: (Trim speed)	Control force keeps increasing with roll rate: (YES/NO)
4b.2	Typical rolling manoeuvres	IAS: (Trim speed)	Control force keeps increasing with roll rate: (YES/NO)
4b.3	Typical rolling manoeuvres	IAS: (Approach speed)	Control force keeps increasing with roll rate: (YES/NO)
4b.4	Typical rolling manoeuvres	IAS: (Approach speed)	Control force keeps increasing with roll rate: (YES/NO)
4b.5	Confirm aircraft returns to wings level without difficulty each time		(YES/NO)
4b.6	Dive to Vne	Control force always increasing: (YES/NO)	Speed achieved:
WARNING: DO NOT ATTEMPT HIGH SPEED DIVE IN TURBULENCE			
If NO to any of the above, cease test, record details and consult DCA technical office or manufacturer:			

Note: (4b.5) In any case of pitch divergence at high speed, cease test and consult manufacturer or other qualified personnel.

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5. FLIGHT TEST – ALL AIRCRAFT

5.1	Handling in straight and level flight?		
5.2	Operation of any trim devices?		
5.3	Landing weather:	Landing X-wind:	
5.4	Assess handling during approach:	Assess handling during landing:	
5.5	Assess steering on ground:	Assess brakes (if fitted)	
5.6	Compass:	ASI:	Altimeter:
5.7	Confirm engine instruments OK:		
5.8	Radio (advisory only):		

Notes:

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6. CERTIFICATE

(Tick)

The aircraft was tested at _____ (airfield) on _____ (dated); flying characteristics were normal for the type and no dangerous features were found.	
This aircraft was unacceptable and is not to be flown again until it is tested to show that the unacceptable characteristics have been corrected.	
The following unacceptable characteristics were found:	
The following minor defects were identified and the owner has been advised.	
An aircraft Logbook entry has been made.	
Signed:	Name:
	Date: