



SAILPLANE/POWERED SAILPLANE INSPECTION SCHEDULE GFA FORM 2

TYPE		S/NO:		REG: VH-	
AIRCRAFT FILE NO		C of A/ EC EXPIRY DATE:			
TOTAL HOURS FLOWN		TOTAL LAUNCHES:			
TOTAL ENGINE HOURS		TOTAL PROPELLER HOURS:			

ITEM	CHECKED	REMARKS	
<u>Rigged Aircraft</u>			
	INITIALS		
1. Wing Frequency check.....	Cycles per minute	
2. Flight controls free play.....			
3. Control Deflections.....			
4. Control Stops.....			
<u>Wing Group</u>			
	Left	Right	
5. Spars.....			
6. Torsion Box.....			
7. Skin Condition (fabric, wood, Al, FRP).....			
8. Wing to wing connections.....			
9. Wing to fuselage connections (incl. struts).....			
10. Ailerons & hinges.....			
11. Airbrakes/spoilers.....			
12. Flaps & hinges.....			
13. Control systems/lubrication/adjustment.....			
14. Cable/pushrod integrity and cable tension.....			
15. Water ballast system. AD 165 checked.....			
16. Dual inspection of control safety locking (Plus FOD inspection check carried out)			To be DI holder or above GFA M-.....
<u>Tailplane Group</u>			
	Left	Right	
17. Tailplane attachment.....			
18. Tailplane, elevator & hinges.....			
19. Trim tabs & hinges.....			
20. Dual inspection of control safety locking (Plus FOD inspection check carried out)			To be DI holder or above GFA M-.....
<u>Fuselage Group</u>			
21. Front fuselage structure/cockpit.....			
22. Centre fuselage structure/wing connection.....			
23. Rear fuselage structure/tailplane connection.....			
24. Skin Condition (fabric, wood, Al, FRP).....			
25. Ventilator.....			
26. Skids, shock absorbers, wheels.....			
27. Retraction system.....			
28. Wheel Brake including controls.....			
29. Rudder & hinges.....			
30. Rudder controls & Stops.....			
31. Elevator controls & Stops.....			
32. Aileron controls & Stops.....			
33. Trimmer controls & Stops.....			
34. Flap controls & Stops.....			
35. Airbrake controls & stops.....			
36. Tail Parachute/Tail Tank installation.....			

37. Cable/pushrod integrity and cable tension.....		
38. Canopy: Lock, Jettison, Clarity of Perspex.....		
39. Harness(es) inspection,.....		Date/s on webbing tags.....
40. Release Hook assemblies, BSE Sect. 16.....		
41. Seat cushions secure.....		
42. Seat Pan assemblies.....		
43. Cockpit floor structures.....		
44. Removable ballast.....		
45. Dual inspection of control safety locking (Plus FOD inspection check carried out)		To be DI holder or above GFA M-.....
<u>Systems</u>		
46. Instruments and panels.....		
47. Pitot static system including ASI calibration.....		
48. Electrical system: Fuses & master switch.....		
49. Battery: Corrosion, security.....		
50. Oxygen system.....		
51. Radio installation.....		
52. Flarm Firmware updated (*Not Mandatory).....		Firmware update.....
<u>General</u>		
53. Bonding, vents, drains.....		
54. Colour coding of controls.....		
55. Cleanliness, loose articles incl. tools (FOD).....		
56. Specific and General ADs checked.....		
57. Cockpit placarding.....		
58. Empty weight and cg position (record here).....		kg..... mm.....
59. Engine & systems (Appendix).....		
60. Flight & Maintenance Manual checked current.....		
61. Logbook entries completed.....		

ANNUAL INSPECTOR'S CERTIFICATION

I certify that I have **sighted** the current Certificate of Registration for this aircraft. The details given on page 3 (Inspection Report) regarding the Registration Holder & Registered Operator **are current**. I have verified that a valid Certificate of Airworthiness* / Experimental Certificate* **is in force** for this aircraft. I further certify that this Form 2 Inspection has been carried out in accordance with the GFA Manual of Standard Procedures, BSE & **the requirements listed in the aircraft's current Maintenance Manual** that the aircraft is airworthy and fit for an evaluation flight and the Maintenance Release has been signed to that effect.

MAINTENANCE RELEASE NO:.....ISSUED BY:.....

MAINTENANCE RELEASE ISSUE DATE:.....EXPIRY DATE:.....

SIGNED:..... PRINT NAME.....DATE.....

GFA MEMBERSHIP NO: M-.....GFA MEMBERSHIP EXPIRY DATE:.....

**THIS INSPECTION SCHEDULE MUST BE SIGNED BY AN APPROPRIATELY QUALIFIED GFA AIRWORTHINESS INSPECTOR

INDEPENDENT CONTROL CHECK

I have independently examined the flight control systems of this assembled aircraft for correct connection, correct safety locking (except where certified above), operation in the correct sense and full and free movement.

Signed:.....GFA Membership No. M-..... Dated:.....

(To be a DI holder or above)

THIS INSPECTION REPORT IS TO BE RETAINED BY THE OWNER AND FILED WITH THE AIRCRAFTS RECORDS



SAILPLANE/POWERED SAILPLANE INSPECTION REPORT

TYPE		S/NO:		REG: VH-	
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TOTAL HOURS FLOWN		TOTAL LAUNCHES:			
TOTAL ENGINE HOURS		TOTAL PROPELLER HOURS:			

Following an inspection in accordance with the procedures in the GFA Manual of Standard Procedures a Maintenance Release has been issued for the above aircraft; and defects found during this inspection have been detailed overleaf.

NAME & ADDRESS OF REGISTRATION HOLDER:.....

NAME & ADDRESS OF REGISTERED OPERATOR:.....

Mandatory maintenance, component and airframe life specified in the Type Certificate Data Sheet (TCDS) and Airworthiness Limitations Section (ALS) listed in the manufacturers schedules are compiled and listed in the logbook certification:

YES	NO
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A survey inspection (20,30,40 years etc) is required for this aircraft on the following date or, life extension inspection is required at the following hours. Refer MOSP3, Section 14.

Date
Hours

If since the last Form 2 inspection the aircraft has been re-finished, repainted or the wings modified in any way please enter wing frequencies. Note: A reduced frequency may indicate structural damage. In such an event, inspect further and notify the RTO/A.

Before	cpm
After	cpm

Any unapproved modifications observed during this Form 2? Submit Defect Report.

YES	NO
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Please provide details of any modifications or repairs carried out during this inspection which are not in accordance with manufacturer's manual. Note: this includes any substitution of parts and/or materials used. What data was used to authorize these changes?

Have there been any changes to the weight and balance of the glider since the last loading placard was issued? If yes, please detail where applicable:

YES	NO
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Last empty weight	wt.....kg	arm.....mm
Equipment added	wt.....kg	arm.....mm
Equipment removed	wt.....kg	arm.....mm
New empty weight	wt.....kg	arm.....mm

MAINTENANCE RELEASE NO:.....ISSUED BY:.....

MAINTENANCE RELEASE ISSUE DATE:.....EXPIRY DATE:.....

SIGNED..... PRINT NAME..... DATE.....

GFA MEMBERSHIP NO: M-.....GFA MEMBERSHIP EXPIRY DATE:.....

THIS INSPECTION REPORT MUST BE SIGNED BY AN APPROPRIATELY QUALIFIED GFA AIRWORTHINESS INSPECTOR

IMPORTANT: Send only this INSPECTION REPORT Page 3 and DEFECT REPORT Page 4 to the GFA Office at returns@glidingaustralia.org within three (3) months.



SAILPLANE/POWERED SAILPLANE SERVICE DEFECT REPORT (OFF LINE) MANUAL REPORT

Note: GFA Service Difficulty Report (SDR) notification preference is 'On Line'. Please submit 'On Line' under MY GFA/SOAR System or alternatively, complete manual report and include with your Inspection Report 'return' to the GFA.

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DESCRIPTION OF DEFECT (ADD ADDITIONAL PAGES AS REQUIRED)

For each defect give a full description, location, part, phase of flight/maintenance, causes, time in service of component. Please include diagrams and photos as required to support the report.

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SIGNED:..... GFA MEMBERSHIP NO: M-..... DATE:.....
 PLEASE PRINT NAME:..... PLEASE PROVIDE A PHONE
 NUMBER FOR CONTACT IF FURTHER INFORMATION IS REQUIRED:.....

ANNUAL INSPECTOR & MEMBER TASK RECORD : RECORD NAMES AND TASKS PERFORMED OF INSPECTORS ASSISTING AND CLUB MEMBERS UNDER TRAINING

NAME:..... M-..... TASK:.....

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NAME:..... M-..... TASK:.....

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NAME:..... M-..... TASK:.....

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NAME:..... M-..... TASK:.....

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