



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.....		Wheel / Dolly	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 Foreign Object inspection check carried out)			To be DI holder or above GFA Mbr No-.....
<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 Foreign Object inspection check carried out)			To be DI holder or above GFA Mbr No-.....
<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.....		Date/s on webbing tags..... Sect 16 BSE checked.....
Aft fuselage pushrods checked for corrosion.....		
38. Canopy: Lock, Jettison, Clarity of Perspex.....		
39. Harness(es) inspection,.....		
40. Release Hook assemblies		
41. Seat cushions secure.....		
42. Seat pan assemblies.....		
43. Cockpit floor structures.....		
44. Removable ballast.....		
45. Dual inspection of control safety locking (Plus Foreign Object inspection check carried out)		To be DI holder or above GFA Mbr No-.....
Systems		
46. Instruments and panels.....		Firmware Updated.....
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 checked for updates.....		
General		
53. Bonding, vents, drains.....	 kgmm
54. Colour coding of controls.....		
55. Cleanliness, loose items, tools, foreign objects.....		
56. Specific and General AD's checked.....		
57. Cockpit placarding.....		
58. Empty weight and cg position (record here).....		
59. Engine & systems (Appendix).....		
60. 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 **OR 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.

* Cross out what is not applicable

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

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

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

GFA MEMBERSHIP NO: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. Dated:.....

(To be a DI holder or above)

THIS INSPECTION REPORT IS TO BE RETAINED BY THE OWNER AND FILED WITH THE AIRCRAFT'S RECORDS



SAILPLANE/POWERED SAILPLANE INSPECTION REPORT

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:			

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 complied with and listed in the logbook certification	YES	NO
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 in cycles per min. Note: A reduced frequency may indicate structural damage. If so, inspect further and notify the RTO/A.	BEFORE CPM	AFTER CPM
Any unapproved modifications observed during this Form 2? Submit Defect Report.		
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? Please specify in a separate report.		

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

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: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) to the GFA office at returns@glidingaustralia.org or submit online at MyGFA within three (3) months.

RETURN THIS PAGE TO GFA

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Note: GFA Service Difficulty Report (SDR) notification preference is 'On Line'. Please submit 'On Line' through MY GFA => AIRCRAFT DEFECT System. Alternatively, complete this page and return to the GFA Office.

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

SIGNED:..... GFA MEMBERSHIP NO: DATE:.....

PLEASE PROVIDE A CONTACT PHONE NUMBER.....: