



KITPLANES FOR AFRICA
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ANNUAL INSPECTION CHECKLIST

Bushbaby, Explorer and Safari

Model:	Serial No:
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Registration No:

Engine type:	Serial No:
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Propeller type:	Serial No:
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Propeller size & pitch	Number of blades:
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Notes:

- A check in the right hand block will be accepted as proof of compliance with that line.
- This document must be submitted to the SACAA with the applicable application.
- Only AP's approved by the SACAA and Kitplanes for Africa may certify this inspection.
- Inspectors please review the latest Service Letters and Bulletins on the website.
- Each page to be signed dated and stamped by inspector.

Inspector: _____ **signature** _____

Date: _____

Stamp:

Place: _____

ENGINE COMPARTMENT

Engine run:

- 1 Temperatures and pressures
- 2 Magneto RPM drop: Left.....Right.....
- 3 Idle RPM
- 4 Max static RPM

Propeller:

- 1 Check bolt torque _____ Nm
- 2 Check tracking
- 3 Check bolts locked. (Safety wire or lock nuts)
- 4 Crush plate installed to front of wood prop
- 5 Check spinner tracking
- 6 Spinner screws secure
- 7 Visual check prop for serviceability

Engine mounts:

- 1 Firewall/ engine mount bolts
- 2 Engine/ mount bolts
- 3 Isolator rubber through bolt. (washer & spacer installed)
- 4 Isolator rubber condition

Fuel hoses:

- 1 Replace hoses on condition or at least every 5 years
- 2 All hoses clamped and secured.

Electrical:

- 1 Check plugs & lead caps are secure
- 2 Charge circuit, magneto earth & tacho connectors secure
- 3 CHT sender secure & connected
- 4 EGT probes secure & connected
- 5 Oil temp sender secure & connected (912)
- 6 Oil pressure sender secure & connected (912)
- 7 2 -stroke oil reservoir warning light, connected
- 8 Water temperature probe, connected & routed
- 9 Starter cable secure at battery, solenoid & starter
- 10 Battery condition and charge
- 11 Earth cable secure
- 12 All cables connected, routed & secured

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Cooling system:

- 1 Radiator baffles in place
- 2 Radiator secure
- 3 Replace coolant annually
- 4 Filler cap closed
- 5 Over flow pipe to expansion bottle
- 6 Head vent to filler neck connected (582)
- 7 All hoses connected, clamped & secured

Oil:

- 1 Replace engine oil at 100 hours or annually.
- 2 Level correct.
- 3 Sump plug safety-wired
- 4 Cooler bracket secure to engine (912)
- 5 Cooler secured to bracket (912)
- 6 Pull prop through to circulate oil (912)
- 7 Check hose route
- 8 Hose clamps secure
- 9 Filter secure (912)
- 10 Oil breather hose & bottle secure
- 11 Gear oil filled to level
- 12 Sump plug & level screws secured and safety wired

Choke cable:

- 1 Lock nuts secure both ends
- 2 Cable end free in carburettor link
- 3 Split pin secure
- 4 Operation, check choke closes properly.

Throttle system:

- 1 Cable lock nuts secure on both ends
- 2 Cable end free in carburettor link
- 3 Cable secure in bell-crank
- 4 Bell-crank, vernier rod, rod-end & knob lock nut installed
- 5 Friction nut working
- 6 Smooth operation
- 7 Cable alignment correct with outer at both ends
- 8 Cable adjustment correct (synchronised)
 - @ Full throttle
 - @ Idle

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Carburettor Heat:

- 1 Box secured
- 2 Inlet secured against exhaust
- 3 Flap opening & closing fully
- 4 Cable alignment correct with outer sleeve
- 5 Operational

Scat Hose:

- 1 Carburettor to hot box
 - a. Hose clamps secure
 - b. Not bunched up under carburettor
 - c. Smooth route
- 2 Hot box heat muff
 - a. Hose clamps secure
 - b. Smooth route

Cowling

- 1 Secured
- 2 Piano hinge riveted & ease of operation

INTERIOR

Electrical

- 1 Battery tie down secure
- 2 Battery terminals secure
- 3 Battery earth secure on frame/ engine
- 4 Regulator wires secure & correct
- 5 Switches secure to panel & wires secure
- 6 Instruments wiring joints & routing
- 7 All wiring cable tied and secure

Rudder pedals & cable

- 1 Pedal mount bolts secure x 4
- 2 Pedals free movement
- 3 Ruder return spring not binding
- 4 Rudder link with brass bush, free pivot
- 5 Cable securely crimped with thimble
- 6 Rudder travel symmetrical and at least 30 deg per side
- 7 Lock nuts secured
- 8 Rudder cable thimbles installed
- 9 Rudder cable ferrule swaging correct, max 7.2mm

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Fuel:

- 1 Filters serviced or replaced
- 2 Fuel line secure
 - a) To header tank
 - b) To fuel cocks
 - c) To tanks
- 3 Check hose route, no kinks
- 4 Check adequate hose for wing folding
- 5 Check fuel cock operation
- 6 Check hose clamps secure

Cable brakes

- 1 Free movement
- 2 Pivot bolt lock nut installed
- 3 Cable outer sleeve locked
- 4 Inner sleeve set & locked
- 5 Outer sleeve lock at wheel
- 6 Operation

Hydraulic brakes:

- 1 Fluid level and pressure
- 2 Security and movement of pedals
- 3 Fluid lines, routing and chafing
- 4 Condition of brake discs
- 5 Condition of brake pads
- 6 Operation

Flap

- 1 Leather washer installed
- 2 All bolts nylock nuts
- 3 All rod-ends secured & locked
- 4 Restricting cable adjusted for max 15° flap deflection
- 5 Operation

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Control column

- 1 Control stick secure
- 2 Remove control column bearings, check for cracks in torque tube
- 3 Rod-end bearing binding, aileron bell crank/control stick. See SB024
- 4 All bolts nylock nuts
- 5 Rod-end wear, secured & locked
- 6 Trace aileron push-pull paths & check all fittings
- 7 Aileron bell-crank, locked & free pivot
- 8 Elevator rod-ends secure
- 9 Elevator push-pull rod, fittings & rod-ends secure
- 10 Elevator idler arm free movement & locked
- 11 Elevator guide secure
- 12 Elevator limit clamps set.

Flaperon mixer:

- 1 FBM-A flap mixer free pivot in fuselage
- 2 Bolts fitted with nylocks
- 3 FBM-B aileron mixer free & smooth movement
- 4 All rod-end wear, secure and locked
- 5 Flaperon push-pull tubes, rod-end wear, secure and locked
- 6 Flaperon control horn rivets secure in flaperon
- 7 Mixer at correct angle IAW installation manual

Seat Belts:

- 1 Anchor secured to fuselage and nylocks on bolts
- 2 Seat support strap fitted under seat.
- 2 Belts not twisted
- 3 Check adjustments
- 4 Operation

Instrument Panel:

- 1 Secured to frame and dash
- 2 Instruments square
- 3 All decals fitted
- 4 Registration number on panel
- 5 Balance ball air bubble not visible
- 6 Magneto switch guard in place and square with rounded edges
- 7 Compass swung and deviation card fitted, filled in.
- 8 Instrument markings correct
- 9 Pitot tube connected
- 10 Altimeter QNH correct
- 11 All instruments operational
- 12 All avionics operational
- 13 All switches and fuses marked & correct

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Decals:

- 1 NTCA, weight, speed limits, amateur or factory built
- 2 Baggage load limit
- 3 Registration on panel

Upholstery:

- 1 Condition
- 2 Clean
- 3 Roof & turtle deck linings
- 4 Seat cushions
- 5 Door panel

Door:

- 1 Door lock sytem installed
- 2 Operation
- 3 Hinge bolts nylocks
- 4 Catches secure and freely operating
- 5 Door/ fuselage gap
- 6 Door seal

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Turtle deck

- 1 Security of attachment
- 2 Flaperon tube clears turtle deck
- 3 Nylon bearing installed, no excessive free play

Main Undercarriage:

- 1 Tyre pressure 1 bar, no tyre creep
- 2 Ease of rotation
- 3 Remove wheel, inspect axle for cracks at inner bearing radius
- 4 Brake backing plate secure & nylock
- 5 Axle secure to leg with correct bolt & nylock
- 6 Split rim secure & nylock
- 7 Wheel retain nylock installed, correct torque
- 8 Brake cable or line routed and secured
- 9 Legs secure with Brass bush, correct bolt & nylock
- 10 Shock cord, replace on condition
 - a) Looped ends fitted with tape, cable ties and clamp
 - b) Correct amount of wraps
 - c) Shock cord not chaffing
- 11 Wheel alignment, symmetrical toe-in

Nose leg:

- 1 Tyre pressure 1 bar
- 2 Wheel – ease of rotation
- 3 Fork – bush installed, ease of rotation
- 4 Axle fastened, spacer between fork & bearing installed
- 5 Axle bolts correct length and safety locked
- 6 Leg – ease of pivot
- 7 Assembly – all bolts secure
- 8 Correct amount compression rubbers & washers

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Tail wheel

- 1 Spring secured to fuselage
- 2 Steering block secured to spring
- 3 Pivot shaft vertical
- 4 Fork secure to pivot shaft
- 5 Pivot shaft nylok, no binding
- 6 Wheel bearing spacers installed
- 7 Axle bolt nylok
- 8 TW block grease nipple fitted and lubricated

Stabilizer

- 1 Stabilizer adjustment in top hole for first flight
- 2 Attachment with correct bolts & nylok
- 3 Stabilizer horizontal, no bowing
- 4 Struts secured & nylok
- 5 Rod-ends no play, locked and secured
- 6 Check tips, no flexing when elevator deflected

Elevator

- 1 Hinge pins and retainers secure
- 2 Rod-end secure & nylok
- 3 Rod-end free play at full deflections
- 4 End fitting, secure & nylok
- 5 Up min 25°
- 6 Down min 10°
- 7 Sight along hinge line, no bowing
- 7 Free deflection

Rudder:

- 1 Hinge pin and retainers secure
- 2 Rudder link securely crimped with thimble
- 3 Link with brass bush secured and nylok to rudder
- 4 Link free movement around bush
- 5 Free symmetrical deflection left and right

Fuselage

- 1 Condition of windshield and windows
- 2 Condition of fabric covering
- 3 Condition of paint

Finish

- 1 Registration numbers correct, fitted
- 2 Check correct documents on board
- 3 Check recorded hours correct with hour meter
- 3 Check for any defects recorded in flight folio and log book
- 4 Service letters and bulletins checked, certified up to date
- 5 Issue non-conformance if required

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