



Aircraft Checklist – Pre Ground Test

(first inspection of completed aircraft)

Aircraft serial # _____
 Registration number _____
 Engine make / model _____
 Engine serial # _____
 Propeller serial # _____
 Prop make/ model _____

Engine Compartment

Propeller:

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

Engine:

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

Fuel hoses:

- 1 Header tank/ gasolator to pump – secure & routing
- 2 Pump to Carburettor
- 3 Pump to bulkhead
- 4 Primer hose secured @ feed, pump & carbs
- 5 All hoses clamped and tied

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 @ battery, solenoid & starter
- 10 Earth cable secure
- 11 All cables connected, routed & secured

Cooling system:

- 1 Radiator baffles in place
- 2 Radiator secure
- 3 Anti-freeze present in water
- 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 Level correct.
- 2 Sump plug safety -wired
- 3 Cooler bracket secure to engine (912)
- 4 Cooler secured to bracket (912)
- 5 Pull prop through to circulate oil (912)
- 6 Check hose route
- 7 Hose clamps secure
- 8 Filter secure (912)
- 9 Oil breather hose & bottle secure

- 10 Gear oil filled to level
 - 11 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 Operational
- 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
- 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
- Cowls
- 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 joined & 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 Adequate rudder pedal travel
 - 7 Lock nuts secured
 - 8 Rudder stoppers adjusted and secure
- Fuel:
- 1 Filter secure
 - 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 valve operation
 - 6 Check hose clamps secure
- Brake:
- 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
- Flap
- 1 Leather washer installed
 - 2 All bolts nylock nuts
 - 3 All rod-ends secured & locked
 - 4 Restricting devise for max 15° flap mixer deflection
 - 5 Operation
- Control column
- 1 Control stick secure

