

**SECTION 5.06****PRE-FLIGHT INSPECTION**

1. It is the pilots responsibility to carry out a pre-flight inspection prior to every flight operation and the pilot must ensure that the gyroplane being operated has a current registration and is airworthy. The following is an example only of the minimum items that require inspection during a 'pre-flight'
2. Make copies of your check-list and mark each item as it is checked. If you get distracted, start all over again - it could save your life! It is always good practice to start and finish your pre-flight at the same point each time.
3. The inspection should be carried out with the attitude that ANY aircraft is UN-AIRWORTHY until proven airworthy.

**PRE-FLIGHT INSPECTION (Ignition OFF)****Rotor Blades**

- Attachment points- bolts and safety clips.
- Free Teeter and teeter bolt pinned.
- No scratches, nicks, dents or any other damage which would render the rotor blades unserviceable.

**Mast and rotor head**

- No cracks in mast, all bolts secure, free movement of head bearing with no play and both pivots free and no play.
- Clearance between rotors and pre-rotator top mount, and between rotors and propeller at full teeter.

**Landing gear**

- Axles and attachment points.
- Wheels and tyres.

**Pilot Seat**

- Attachment.
- Seat Belt.
- If seat tank check for fuel leaks.

**Controls**

- Travel and freedom (in the correct sense).
- Proof load - have someone hold the control surfaces whilst applying normal pressure on the controls.

#### **Windscreen**

- Secure and clean.

#### **Fuel**

- Fuel line for secure clamps.
- Check security and integrity of tanks.
- Check fuel level - tanks should have adequate fuel for every flight, plus 15 minutes reserve.
- Check fuel drain and test for water.

#### **Engine**

- Ignition off.
- Check pull starter.
- No loose bolts.
- No loose electrical connections.
- No loose spark plug caps.
- No loose or damaged parts.
- Throttle cable seated properly.
- Top of carburettor/s tight.
- No fuel leaks.
- No sediment in fuel filter.
- No oil leaks.
- Reduction gear secure - no oil leaks.
- Reduction belt drive - check for wear, proper tracking and correct tension.
- Exhaust and attachments secure.
- Pull propeller through and check for even compressions.
- Check water and oil levels where applicable.

#### **Propeller**

- No cracks, chips or nicks.

- Propeller bolts tight.

### **Tail Surfaces**

- Check tail booms and braces.
- Check control cables.
- Check horizontal stabiliser and attachment points.
- Check fin and attachment points.
- Check rudder hinges and linkages.
- Check tubing for dents and distortions.
- Check cables for fraying, loose thimbles or kinks.
- Check rigging cables for tension.

### **Registration**

- Current.

### **Controls**

- Sitting in seat with harness secured, can the throttle, rudder pedals, joy-stick and ignition switch be comfortably reached?

### **Important note:**

This section is to be used as a guide only. Some gyroplanes may require a different 'Pre - Flight Inspection' check list. CONSULT THE GYROPLANE HANDBOOK FOR EACH PARTICULAR TYPE OF GYROPLANE (if available ).

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