RECREATIONAL AIRCRAFT CONDITION REPORT ALL AIRCRAFT

Date	**Registration number**

This Recreational Aircraft Condition Report (RACR) is to be completed by an unrestricted RAAus Level 2/4 Maintenance Authority holder, (or a LAME or other suitable person ***if pre-arranged with the Technical Manager***) for transfer of Registration of an aircraft to a new owner. The condition inspection may be performed for the seller or the buyer.

The Level 2 / 4 inspector (or LAME) should not have any ownership or pecuniary interests in the aircraft.

The Level 2 / 4 inspector (or LAME) does **not** assume responsibility for the airworthiness or otherwise of this aircraft. Airworthiness of the aircraft rests solely with the owner.

Aircraft type	**Model**	**Serial number**

1. Log Book Inspection

Total hours flown by aircraft at the time of the inspection	
Total landings by aircraft at the time of the inspection	
Identify any modifications physically made to the aircraft and compare them to those listed in the Log Book	
Note any major repairs made to the aircraft.	
Comment on the completeness of the aircraft's Flight Manual or Pilot's Operating Handbook. Highlight any deficiencies	
Update the Log Book as appropriate.	
Does aircraft owner have Level One Maintenance Authority endorsement?	☐ Yes ☐ No

If Applicable

CAO 95.32 Wing Manufacturer		Model
Date of last wing Bettsometer fabric test		Result grams

2. Aircraft Inspection:
In addition to the inspection schedule below the person inspecting this aircraft should also be conversant with the Periodic and Heavy Landing Inspection schedules in the RAAus Technical Manual and complete those inspections if relevant or necessary. Inspect condition and operation of the following:

Item	Inspected	
	Pass	Fail
Registration numbers on appropriate surfaces.	☐	☐
Fuselage frame coverings for strength, wear and damage.	☐	☐
All wing and tail surfaces for tears, abrasions and UV damage.	☐	☐
All control surfaces for bearing wear and tear.	☐	☐
All exposed lock nuts, fasteners and clevis pins.	☐	☐
All bracing and control wires and swages. King-post/struts.	☐	☐
All main spar tubes and fuselage for roundness.	☐	☐
All tube to tube attachment points for wear and bolt hole ovality.	☐	☐
Landing gear attachment points.	☐	☐
Landing gear for deformation, wear and bearing condition.	☐	☐
Wheels, tyres and tread depth.	☐	☐
Visibility through the windscreen and security of attachment.	☐	☐
Instrument panel for security and protrusions.	☐	☐
Cockpit for padding around structure close to pilot's head.	☐	☐
Cockpit for sharp or loose objects.	☐	☐
BRS Parachute attachment and clearance [if fitted].	☐	☐
BRS Parachute packing expiry date [if fitted].	☐	☐
BRS Parachute warning placards on airframe	☐	☐
Seat belt and anchorage points.	☐	☐
Seat belt release mechanism under load of at least 20 kg	☐	☐
All control linkages for wear and smooth operation - no freeplay.	☐	☐
Rudder, aileron and elevator end stops.	☐	☐
Identify and inspect repairs and that repairs are recorded in the Log Book	☐	☐
Comment on any unacceptable aeronautical practices present	☐	☐
Comments		

3. Power Plant and Propeller

Engine

Make	Model	Serial number
Actual engine hours (from log book) since last complete overhaul		
Total engine hours		

Propeller

Make	Model	Serial number

Inspect condition and operation of the following:

Item	Inspected	
	Pass	**Fail**
All engine to airframe attachment points.	☐	☐
Throttle cable security with attention to both ends.	☐	☐
Throttle cable.	☐	☐
Throttle stops at the engine and the throttle lever.	☐	☐
All elements of the cooling system specific to the type.	☐	☐
All ignition components and positive security of spark plug connections	☐	☐
Ignition kill switch and leads for corrosion, repeated correct operation and security.	☐	☐
Starter mechanisms for integrity and operation	☐	☐
Fuel filter type and condition	☐	☐
Carburettor manifold and complete fuel system for air or fuel leaks.	☐	☐
Fuel pump and line attachment security.	☐	☐
Fuel tank and attachment points.	☐	☐
Fuel contents indicating system.	☐	☐
Fuel lines and primer bulb.	☐	☐
Engine instruments and sensors.	☐	☐
Exhaust: Cracks, holes and welds. Movement in all flexible joints, spring effectiveness and integrity. Spring safety wiring, exhaust spacing from flammable objects	☐	☐
Exhaust clearance from engine frame or other components	☐	☐
Reduction drive: Belt condition, tension and bearing serviceability. Gearbox oil level, oil leaks, mounting security.	☐	☐
Propeller: Drive line bearings and tracking, propeller nicks, cracks and delamination. Hub mounting bolts for correct torque and security.	☐	☐

	Pass	Fail
Engine Run (function, not performance)	☐	☐
Engine starts and runs normally	☐	☐
No unusual noises coming from the engine	☐	☐
Smoothness of running, acceleration, no tendency to misfire or run erratically	☐	☐
Fuel, coolant, induction & ignition and exhaust system integrity and function	☐	☐
Instruments function correctly	☐	☐
Propeller (and reduction system if fitted) function	☐	☐
Identify and inspect repairs and that repairs are recorded in the Log Book	☐	☐
Note wear and comment on any unacceptable aeronautical practices present	☐	☐
Comments:	☐	☐

4. General Condition of Aircraft:
Comment here on the general condition of the aircraft. For example, was the aircraft complete, fully rigged and did it appear to be in a flyable condition. If not what was the state of the aircraft.

NOT TO BE FLOWN IF UNREGISTERED

If possible a flight demonstration should be performed by the owner, or a pilot nominated by the owner, in the presence of the inspector. The experience of the pilot should be taken into account when assessing comments as to the handling of the aircraft.

The pilot should conduct a normal full power take-off at maximum takeoff weight, climb to 1000' AGL, reduce throttle to cruise power, perform a left and a right 360 degree turn with at least 30 degrees angle of bank and carry out 2 or 3 circuits and landings.

On this or a subsequent flight, not necessarily in the view of the inspector, the pilot should climb the aircraft to a safe height and perform a number of straight stalls.

Pilot name	RAAus number
Experience on type	Date of flight
Flight conditions	

Comments on flight observed by inspector and from pilot on general handling and stall characteristics:

Inspector:
Pilot:

Declaration by Pilot:

The aircraft is controllable throughout its normal range of speeds and throughout all the manoeuvre to be executed and has no hazardous operating characteristics or design features. Signature Date / /

5. Any Other Comments:
Consider the aircraft as a whole and make any other comment about any part or the whole of the aircraft which would reasonably be of interest to a prospective new owner.

6. Photographs:
Attach recent photographs of the aircraft to this report showing all registration markings and placards/ labels as per Sections 5 and 9 of the Technical Manual on aircraft. Printed photographs must be signed and dated on the back. Emailed photographs are accepted as sent.

7. Review by Level 2 (or LAME)
I, the undersigned, being an RAAus Level Two Maintenance Authority Holder, have examined the aircraft and logbooks to which this RACR refers and certify that the information in this RACR and the Aircraft Data Sheet is complete, accurate and correct to the best of my knowledge.

This certification does not infer that I consider the aircraft to be airworthy or otherwise.

Signature	
Name	RAAus Number
Date	Location

If Condition Report inspection was performed by a LAME, give details of the **pre-arrangement permission** from RAAus Technical Manager:
