



## ***The Airtourer Association Buyers and Sellers Guide.***

The Association exists in part to preserve the Airtourer and encourage the ongoing use of these Australian designed aircraft. To help support this aim a buyers and sellers guide has been produced to assist in selecting an aircraft and to guide both parties through the acquisition and disposal process. Many of the references are applicable in Australia but the process is equally valid in any country.

**THIS DOCUMENT SERVES AS A GUIDE ONLY AND CAN NOT FORESEE ALL CIRCUMSTANCES. IT CAN NOT REPLACE A THOROUGH INSPECTION BY A LICENCED ENGINEER**

### **What is the right type of aircraft for you?**

We cannot really help you make this decision, as it is a personal choice that will be guided by many factors and is usually a compromise between competing factors. What you should consider in any aircraft purchase is balance of:

- **What do you NEED the aircraft to do?** How many people and how much baggage do you need to move most of the time? How far and how fast do you need to go? VFR or IFR? Can the aircraft comfortably operate in and out of your proposed airfield at normal and high temperatures at the weights that you would normally be flying?
- **What do you WANT the aircraft to do?** Personal recreational use or a business tool? Aerobatic capability? Mainly local area flying or long distance touring? You should consider what type of flying you would do most of the time. If you need a high performance IFR 6 seater for work perhaps an Airtourer is not for you but if you want an affordable 2 seat aerobatic aircraft for local flying an Airtourer 100 may be just right. Remember you can always hire an aircraft for those trips that may come up occasionally that require more capability. There is no point in buying an aircraft that is far more capable than your needs dictate.
- **What can you AFFORD?** Many first time prospective aircraft purchasers want to know what it will cost them to run their aircraft once they have purchased it. You need to consider fuel, oil, insurance, hangarage/parking, airport access fees, Airservices Australia movement charges, finance costs, routine maintenance, provision for engine and propeller overhauls, depreciation and of course unforeseen expenses. The answer is of course very difficult to determine because of unforeseen problems that may come up that were not identified prior to purchase or due to pure bad luck. If you buy a new aircraft out of the factory these surprises will be minimised but the older the aircraft the more likely

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unexpected expenditure will be. As a very general rule of thumb find out what the fuel cost per hour is for the aircraft that you are considering (litres per hour x \$/ltr), multiply the result by 2. This will give you a rough hourly cost for a NEW aircraft used privately (not including cost of insurance, finance, depreciation or hangarage). Most private aircraft fly under 50 hours a year. Now factor that up by 25% for EVERY 10 years old the aircraft is or for EVERY 10 years since it was FULLY restored. Now factor the final result up a bit more. It must be stressed this is only a very rough guide to give you a feel for the costs of operating your aircraft. As a rough guide insurance will cost around 4% of the hull value. Finally, can you get hangar space at your local airport and at what cost? It can be difficult/expensive but you really do not want to keep your aircraft in open storage. Bear in mind that some costs vary with hours flown (like fuel costs) but for private aircraft most costs (like hangarage, insurance and annual inspections) will cost you similar amounts even if you do no flying. In fact your long-term maintenance costs will increase if your aircraft is not regularly flown.

Once you have done all your research and calculations and have concluded that you NEED, WANT and can AFFORD an Airtourer we can help.

Under the generic banner of the Airtourer type there are two major sub groups of aircraft. The first group comprises the 168 Australian produced aircraft that were manufactured by the Victa Company from 1961 to 1966. These aircraft carry serial numbers 1 to 168.

Victa produced 3 models as follows:

- 100 powered by a 100HP Continental (or Rolls Royce) O-200
- 115 powered by a 115HP Lycoming O-235
- 210 powered by a 210HP Continental IO-360. There was only one of these 4 seat Aircruiser aircraft produced and it is still flying as VH-MVR.

The second group comprises the 87 New Zealand produced aircraft that were manufactured by Aero Engines Services Limited (AESL) from 1967 to 1971. AESL produced mainly 115HP and 150HP aircraft. The 150HP model was fitted with a Lycoming O-320 with either a fixed or constant speed propeller. These aircraft carry serial numbers 501 and up and include some partially built Victa airframes that were completed by AESL after they took over production.

AESL offered 7 models as follows:

- T1 powered by a 100 HP Continental O-200 engine (none actually produced)
- T2 powered by a 115 HP Lycoming O-235 engine
- T3 powered by a 130 HP Rolls-Royce O-240 engine
- T4 powered by a 150 HP Lycoming O-320-E1A - fixed pitch propeller

- T5 powered by a 150 HP Lycoming O-320-E1A - Controlled Speed propeller
- T6 initially a small run of 4 aircraft for the RNZAF, powered by a 150 HP Lycoming O-320-E1A - Constant Speed propeller with gross weight increased from T-5 and 24 volt electrics. Additional aircraft were eventually produced for both the RNZAF and the Singaporean Air Force.
- T7 was offered as a fixed pitch T6, but none were ordered and no Type Certificate exists.

In addition AESL produced the CT4A and B, which were produced as military trainers and newer models such as the CT4E are still produced to order by Pacific Aerospace today. The CT4, whilst similar in appearance to the Airtourer, is actually derived from the Victa Aircruiser and is a substantially different aircraft to the Airtourer as such they fall outside the scope of this document. There are around 30 ex-RAAF CT4A aircraft in private ownership in Australia.

### What is the right Airtourer for you?

As you can see there were essentially 4 basic models that were produced in numbers. The 100HP, 115HP, 150HP fixed pitch and 150/160HP constant speed. The Australian and New Zealand aircraft are similar but have some minor differences. The T6 aircraft have a stronger basic structure and electric flap and elevator trim.

Since the aircraft were originally produced many of the 100HP and 115HP aircraft have been upgraded with O-320 engines (150 or 160HP) with either a fixed pitch or constant speed propeller. This is done under AESL Service Bulletin (SB) 6 and involves significant work strengthening the aircraft. These modified aircraft may have either carburetted or fuel injected engines. It is important to appreciate that even if the aircraft that you are considering has been upgraded to a larger engine under SB 6 it is still legally considered to be an Airtourer 100 or 115 as applicable. As such it will have an Aircraft Flight Manual (AFM) for a 100 or 115 aircraft with a substantial supplement that covers the differences that are applicable post modification.

To make some basic comparisons of the more common aircraft consider the table below.

MODEL	MTO W (NORMAL)	MTOW (AEROBATIC)	TYPICAL BASIC WEIGHT	USEABLE FUEL CAPACITY	FUEL BURN	TAS
100	748kg	703kg	490kg	130lts*	25lts/h	95
115	748kg	703kg	517kg	130lts*	25lts/h	100
150 Fixed	794kg	748kg	558kg	130lts*	35lts/h	115
150/160 CSU	794kg	748kg	590kg	130lts*	35lts/h	120
T6	861kg	816kg	614kg	130lts	35lts/h	115

\*Currently Victa constructed aircraft built as 100 or 115 registered in Australia are subject to TR 1 to

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the AFM that redefines the usable fuel to 112lbs. The Airtourer Co-operative will be conducting flight tests during 2012 (in conjunction with their CAR 35 Organisation) to re-certify the unusable fuel amount. It is anticipated that the eventual amount will increase towards the original value.

Other common modifications to be aware of are 3 bladed composite propellers and the addition of a 30lt auxiliary fuel tank. Both of these have approved AFM supplements.

### **So you now really want an Airtourer.**

Now that you probably have a bit more of an idea on what sort of Airtourer you are interested in how do you find one?

With around 90 aircraft registered in Australia there is usually one or two on the market. Apart from word of mouth aircraft are typically advertised on the Airtourer Association website as well as aircraft brokers and websites such as Aviation Trader and Aviation Advertiser.

The three possible approaches that can be taken when considering ownership are (and probably in order of preference for most people):

- Buy a restored well maintained and cared for aircraft.
- Buy an airworthy original or older restoration.
- Buy a project and restore the aircraft to your specifications.

When considering which way to go you must consider what is available, the initial cost and the eventual cost of the aircraft. When you consider the cost of a project aircraft and add all the labour, materials, engine and avionics and compare that to a recently restored aircraft with good times remaining you can start to gauge the relative market values of potential purchases. As a useful starting point consider the cost of a new engine, propeller, paint job and interior and then discount the value of the aircraft that you are considering by an appropriate amount for the hours already on these components and for the general condition of the paint and interior.

### **You have found an aircraft that may be of interest.**

If you haven't had much to do with Airtourers at this stage it is well worth getting a few hours on one. There are a few available for hire including one in the UK. Get comfortable with the machine so you have something to reference your inspections to and what "normal" may be.

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Once you have found an aircraft that you may wish to buy follow the process below.

#### Initial Enquiry:

- Contact the owner and have a general chat about the aircraft but then email them with specific questions using the Checklist at the end of this guide. If a broker is selling the aircraft contact both the broker and the owner with the same questions.
- Ask for as many high quality photos as possible. Request both sides, full instrument panel, centre consol, seats, canopy/windshield, engine compartment from both sides and tail area.
- Verify that the person selling the aircraft is the owner from the CASA Register.
- Determine what AD's may be applicable to the airframe and engine. In addition to the Victa/AESL AD's there will be ones that relate to engines in general, the specific engine model and other equipment such as radios and propellers. Seek guidance from a LAME in this area.
- At this stage it would be wise to get an insurance quote based on some approximate purchase prices and intended use of the aircraft. It is worth noting that, unlike a motor vehicle, there is no legal requirement to insure an aircraft in Australia. Having said that it would be extremely unwise not to have both hull and public liability cover and you may find yourself in breach of various airfield use agreements if you are not covered. If the aircraft is to be financed the financier will require evidence of adequate insurance cover. The cost of cover will be a function of the use of the aircraft (if you are seeking to offset some of your costs by placing the aircraft with a flying school the premium will be higher), the value of the aircraft, where the aircraft will be stored and the experience of the nominated Pilot(s) that will fly it.
- Become familiar with the information contained in the Airworthiness section of the Association website.
- Determine who conducts the maintenance on the aircraft and contact them to see if they are prepared to express an opinion on its current condition, recent work done and future work required. There is very little work that a Pilot is permitted to carry out on a VH registered aircraft so if there are any indications that the current owner has carried out any work on the aircraft other than what is allowed under Schedule 8 in the CAR's you should be extremely cautious about the aircraft (unless of course the current owner is a LAME).
- The Registered Operator (generally the owner) is legally responsible for the airworthiness of the aircraft. This means that the current owner has the sole responsibility to ensure that the aircraft being sold is airworthy. That said, as soon as there is a new owner, they now have the responsibility even if there were previous deficiencies.
- Determine if this aircraft is of interest and if so progress to the next section.

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### Preliminary Aircraft Inspection:

- Contact the owner again to verify the status of all relevant AD's using the Checklist at the end of this guide. The results of this are relevant to both airworthiness and eventual price.
- Arrange an inspection. Ensure that both the Engine and Airframe Logbooks will be available together with the AFM and Maintenance Release.
- If possible take a LAME or other knowledgeable person to the inspection.
- At some point during the inspection ask to see the owners drivers licence and take note of the licence number and address. This establishes to some degree of certainty the identity of the owner and the details can be checked against the CASA register.
- Conduct a visual inspection of the aircraft following the provided Checklist. Ask the owner if they mind if you take photos. If there is no objection take as many as you can so you can refer back to them after the inspection
- Review Logbooks, AFM (including relevant supplements), determine status of all AD's, confirm TTAF, TT ENG, TT PROP, dates of overhaul or bulk strip. If components are out of calendar life they are "on condition" and may be unserviceable.
- Conduct a test flight. Make it clear that the current owner is the PIC. Get the current owner to demonstrate the aircraft while you take note of instruments, gyro and radio serviceability. Take particular note of indications during the run up and takeoff roll. Ask to see at least some circuits and stalls and then fly the aircraft yourself and see how it handles.
- Determine what is included in the sale. Items may include manuals for installed equipment, warranty paperwork, covers, headsets, cargo nets, tow bars and spare parts or consumables.
- DO NOT BUY ON IMPULSE, go home and think about suitability and price.

### Pre-Purchase Inspection:

- If the aircraft meets your requirements negotiate a price subject to a suitable pre-purchase inspection (PPI) report. A PPI is conducted by a LAME. Some maintenance organisations conduct these inspections regularly and others will not have anything to do with them due to possible liability issues in the future. Other organisations may be willing to inspect an aircraft but will not provide a written report for the same reason.
- If a full PPI cannot be done for any reason, as a minimum have the cylinder compressions checked and compare with previous readings. In addition inspect the oil filter element for metal or other contamination.
- A PPI could be done in conjunction with an annual inspection. This will have the dual advantage of a more detailed inspection and a fresh MR. If issues are found during the PPI

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they may be resolved by negotiation to rectify or by altering the settlement price. If significant issues arise it may be best to terminate the deal and accept the relatively small price of the PPI as a learning experience.

- If the aircraft is being sold with a “fresh 100 hourly” be aware that this means that the aircraft was airworthy on the day of the inspection and is expected to remain so for the duration of the MR. It does not mean that there are not expensive rectifications looming in the near future that do not affect airworthiness in the short term.
- Be cautious of engines that are “on condition”. This term refers to one of two things. The first is that the engine is beyond the calendar limit on engine overhauls. The calendar limit (usually 10 years) is set by the engine manufacturer as a “recommendation” that the engine should be overhauled at the end of the designated time regardless of hours. In Australia this is a requirement for aircraft in Charter Category but not for Private Category (the only item of interest would be internal corrosion in engines that are not regularly used). Always determine the date the engine was last overhauled. A procedure known as a “bulk strip” is not an overhaul but is a significant internal inspection and as such resets the start of the calendar limit. If the logbook indicates that a bulk strip has been carried out determine why it was done (defect, prop strike etc) and look for evidence of repairs carried out. The second way that an engine is deemed to be “on condition” is when it is run beyond the manufacturers recommended Time Between Overhaul (TBO). All engines have a TBO set by the manufacturer and is generally 1800-2400 hours depending on the model. In this situation the certifying LAME is satisfied that the engine is continuing to perform to an airworthy standard but there is no way of determining how long it will continue to be serviceable. It would be best to view such an engine as running on borrowed time and factor the cost of an overhaul into your purchase decision. It is also fair to say that time operating beyond TBO will increase the eventual cost of overhaul due to higher rates of wear.

#### Concluding the Deal:

- Join the Airtourer Co-operative. As an aircraft owner you have the responsibility for maintaining the airworthiness of the aircraft (although your maintenance organisation should facilitate airworthiness it is the Registered Operator who holds legal responsibility). One of the requirements of airworthiness is to maintain an up to date documents including the AFM and Maintenance Manual, which necessitates an ongoing amendment service. As the holder of the Type Certificate, the Co-op is the only organisation that can provide this service.
- Unfortunately in Australia there is no register of financial interests in aircraft. Family Law/Divorce issues can lead to claims of ownership. As such you must satisfy yourself that the aircraft has no claims or liens on it, is unencumbered and that any loans are discharged prior to settlement. The length of time that the current owner has had the aircraft may be

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an indication of the situation. In any case you should obtain a Statutory Declaration from the owner. Suggested wording can be found at the end of the guide.

- Determine the date that the sale will be concluded and where the aircraft will be delivered/collected and who is responsible for what and how many more hours can be flown (if any) prior to handover.
- Ensure insurance cover has been arranged.

#### Sale Day:

- Have the agreed cash or Bank Draft available.
- Ensure all agreed items are present and accounted for including all keys.
- Check the MR does not have any new endorsements entered in it and the agreed hours have not been exceeded.
- Inspect the aircraft for damage that may have occurred since it was last seen.
- Complete CASA paperwork to transfer the Certificate of Registration and the Registered Operator. This must be paid for and processed within 14 days or the CoR may be cancelled resulting in considerable expense in having a new CoR issued. The current owner must complete CASA Form 027 Part 1 and send it to CASA. The current owner must also give a copy of this form to the new owner to include with their completed CASA Form 027 Part 2.
- It is important that both parties retain copies of these forms in case of any disputed landing fees or Airservices charges that are incurred around the date of sale.
- There is a difference in the terms “Registered Owner” and “Registered Operator” however for a private aircraft owned by a person rather than a company they would typically be the same person. Refer to CASR 47.
- The Registered Operator has the responsibility for the continued airworthiness of the aircraft. Refer to the guidelines for completing Form 027 Part 2.
- If you have not done so already, join the Airtourer Association. The Association organises several flying and social activities throughout the year, which provide a great opportunity to meet and stay in touch with other owners. In addition to Australia, the Association has members in the UK, New Zealand and Hong Kong.



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## INITIAL ENQUIRY CHECKLIST

### REGISTRATION:

MSN: This will determine if the aircraft was built by Victa or AESL. For Victa aircraft (MSN<169) check the CASA register to see if the aircraft is considered a 100 or 115 model. For AESL aircraft (MSN>500) check the TCDS on the Airtourer Association website under Type Certificates to confirm the model.

CoR Holder (date purchased):

Current location/Base (is the aircraft hangared):

Email/phone Contact:

VFR/NVFR/IFR:

MTOW:

BASIC WT:

USABLE FUEL (does AFM TR 1 apply?):

Flight Planning Burn/HR:

TAS:

ROC:

TTIS (Tacho, air switch etc):

Last 100/Annual (date and hours):

EHTR and Model:

Last overhaul date:

Bulk Strip:

PHTR and Model:

Last overhaul date:

Radios/Equipment/Features Fitted:

Upcoming AD'S:

Last paint (was it a full strip and repaint with corrosion inhibitor?):

Damage history:

Other Included Items: cover/tow bar/manuals:

Copy of:     CoR

              CoA

              MR (all pages)

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AFM Document Number: This can be determined by checking the Serial Number on the Type Certificate. The applicable AFM is also listed on the Type Certificate. You can find the applicable Type Certificate on the Airtourer Association website.

Supplements in Flight Manual: Ensure that all required Supplements are available in the AFM. These may include modifications such as engine upgrade, 3 blade propeller and auxiliary fuel tank. For more information on Flight Manual Supplements see the articles on the Airtourer Association website under *Airworthiness > Approved Flight Manual*.

Equipment/Radios Fitted: COM 1  
COM 2  
TXP  
VOR  
ADF  
GPS  
AUX TANK

Cleveland Brakes fitted (Identified by there being no notches on disc):

Reason for sale:

Photos: Left and right side

Tail area

Engine left and right side

Full instrument panel

Seats

Centre consol

Canopy and windshield

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## PRELIMINARY AIRCRAFT INSPECTION CHECKLIST

### 1. DOCUMENT SURVEY:

It is in the interest of both the buyer and seller to prepare a comprehensive list of all Airworthiness Directives and Service Bulletins that are potentially applicable to the airframe, engine and propeller. These can then be marked off as Completed, Not Completed or Not Applicable with supporting reasons and page references in the logbooks. This list should include when (hours or date) various items will fall due. From the sellers point of view this will demonstrate that you have an airworthy aircraft with all work up to date and well-organized maintenance records. It will also enable to answer enquiries from potential buyers with confidence. From the buyers point of view it will make your review of the aircraft documents much easier and will save your LAME several hours of work going through records during your first Annual Inspection thus saving you some money.

#### AIRCRAFT DOCUMENTS:

- Confirm CoR holder from CASA records.
- Registration matches current owner and address.
- CASA Records reflect correct MSN and registration marks.
- AFM Document No. is correct for the airframe.
- All required supplements to the AFM are in the AFM.
- Weight and Balance report is available and reflects current aircraft configuration.

#### AIRFRAME LOGBOOKS:

- Do logbooks show all history back to manufacture?
- Compare TTIS is correctly recorded through the logs and is consistent with the MR.
- Confirm that MR TTIS consistent with the hour meter or if the instrument has been replaced locate an entry for when it was replaced and at what TTIS.
- Confirm date and certification of inspections.
- ELT battery replacement date (if applicable).
- Confirm all equipment requiring an STC or EO has the required logbook entry.
- Review all damage history and details of repairs.

#### ENGINE LOGBOOKS:

- Current logbook available and covers full history of the engine including time on other aircraft.

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- What AD's apply to this engine (refer to CASA website for general and specific AD's).
  - What is TBO (hours and years for this engine)?
  - Validate total engine time and calendar time since overhaul.
  - Damage and repair history.
  - Is the engine "on condition" due to either hours or years?
  - Confirm all requiring STC, EO or certificates of conformance entries are accounted for.
  - Examine any trends on cylinder compressions.
  - Review any oil analysis reports or filter inspections (filter inspections are usually required at each oil change).

PROPELLER LOGBOOKS (not applicable to fixed pitch, details will be in the airframe logbook):

- Current logbook available and covers full history of propeller including time on other aircraft.
- What AD's apply to this propeller (refer to CASA website for general and specific AD's).
- What is TBO (hours and years for this propeller)?
- Validate total propeller time and calendar time since overhaul.
- Damage and repair history.
- Crosscheck any evidence of a prop strike against engine logbook for inspections carried out.

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AIRWORTHINESS DIRECTIVES (refer to CASA web site to verify that this list is current):

Mark Not Applicable N/A, Completed (▪) or Not Completed (x)

AD	AD	AD	AD	AD	AD	AD	AD
1	6	11	17	22	27	32	37
2	7	13	18	23	28	33	38
3	8	14	19	24	29	34	39
4	9	15	20	25	30	35	40
5	10	16	21	26	31	36	41

Remember that CASA only issues AD's for the aircraft. The Registered Operator is also responsible for compliance with various overseas issued AD's for systems such as engines, propellers and other installed equipment.

SERVICE BULLETINS (VICTA) (refer to the Association web site to verify that this list is current):

Mark Not Applicable N/A, Completed (▪) or Not Completed (x)

SB		SB		SB		SB		SB		SB	
22		43		48		55		61			
23		44		49		56		62			
36		45		52		57		63			
40		46		53		59		64			
42		47		54		60		65			

SERVICE BULLETINS (AESL) (refer to the Association web site to verify that this list is current):

Mark Not Applicable N/A, Completed (▪) or Not Completed (x)

SB		SB		SB		SB		SB		SB	
1		8		14		21		30		36	
2		9		16		25		31		38	
5		10		17		26		32			
6		11		18		27		33			
7		12		19		29		34			

SERVICE LETTERS:

Refer to the Association web site for more information.

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## 2. AIRFRAME SURVEY:

### GENERAL

- Evidence of corrosion such as paint blistering.
- Loose or missing rivets (black oxide streak trailing from a rivet is an indication that it is loose).
- Stains from exhaust, oil and hydraulic fluid.
- Evidence of repairs and damage.
- Loose skin sections that can “oil can” or any ripples in the skin.
- Check all internal and external lights.
- Cracks and drill stops.
- Excessive free play in controls.

### EXTERIOR

- General skin condition/damage.
- Canopy and windshield condition.
- Canopy latching.
- Wing tip and tail tie down points secure.

### ENGINE

- Examine for signs of oil, fuel and hydraulic leaks. Look for stains inside the cowls.
- Condition/colour of engine oil.
- Condition of hydraulic oil.
- Examine as far as possible for signs of cracks on any components such as the bolts at the base of the cylinders.
- Fuel or exhaust stains on inlet and exhaust manifold at the gaskets or injector nozzles.
- Condition of hoses, clamps and wiring harnesses.
- Condition of baffles.
- Rubber engine mounts should not sag or be cracked.

### EXHAUST

- Look for cracks and leaks.

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- Mounts are secure.
  - Evidence of overly rich or lean mixtures.

#### COWLING

- Condition, fasteners all work, cracks.

#### PROPELLER

- Spinner free of cracks and dents.
- No significant damage nicks or repairs to blades.
- No leaks or free play at the blade hub (CSU Prop)

#### NOSE LANDING GEAR

- Tyre condition.
- Oleo extension and leaks.
- Damage to firewall where nose leg mounts to airframe inside the engine bay.

#### MAIN LANDING GEAR

- Tyre condition.
- Brake pad wear.
- Disc condition.
- Fluid leaks and damage to brake lines or mounts.

#### WINGS

- All hinge bearings rotate freely and correctly (ensure that only the inner part of the bearing moves not the outer part in the mount).
- Damage to wing flapperon and centre flap.
- Sight across upper and lower surface looking for ripples or paint blistering (corrosion).

#### TAIL

- Specifically ensure that the vertical extension below the elevator travels freely into the tail cone through the full range of movement. In addition ensure that it does not contact the fuel breather line that goes to the tail near the rear navigation light (on some Airtourers the breather is on the fuselage and not the tail).
- Damage to the tailskid area.
- Paint overspray on rudder cable indicates that controls were probably not removed when painted.

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## FUSELAGE

- All drain holes clear.
- Inspect battery bay for evidence of spills.
- Evidence of fuel leaks under fuel tank in centre section.
- Evidence of hydraulic leak from park brake under centre section hinged panel aft of firewall.
- Fuel drain works without leaking. Some aircraft have more than the standard single drain point.

## CABIN

- Condition of upholstery, carpet and sideliners.
- Have any CB's tripped?
- Side vents open and close and are not loose.
- Condition of floor (remove or look under carpet on each side).
- Condition of baggage compartment.
- Condition and serviceability of harnesses (if possible determine the age of the harnesses).
- Is an original fuel dipstick available?
- General condition of instruments and fittings (do instrument markings match AFM limitations?).
- Operate flap, throttles, mixture, carburettor heat and cabin heat.
- Examine condition and function of the elevator trim (the locking teeth may be worn).
- Control lock available.
- Controls full and free movement.
- Fuel selector valve works.



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### 3. FLIGHT SURVEY:

- Agree that the owner/representative is the PIC.
- Agree that the owner/representative will conduct most of the flying and be responsible for lookout and traffic separation to facilitate monitoring of aircraft functionality.
- Aircraft engine preferably cold prior to start.
- With power on all instruments read correctly for the ambient conditions (e.g. oil temperature and manifold pressure).
- Monitor ease of engine start and correct indications after start.
- Monitor correct functioning of brakes and gyro instruments during taxi.
- No apparent brake binding on taxi and park brake effectiveness during run up.
- Monitor normal run up taking note of magneto drop and carburettor heat drop if applicable and engine instruments.
- In addition to normal run up items request a check of full static RPM once warmed up.
- In-flight functional check of all radios/navaids/GPS and transponder.
- Set cruise power and trim, confirm TAS (record OAT/IAS and P.Alt) and fuel flow.
- Record engine instrument readings.
- Confirm operation of electric trim and flap (T6).
- Confirm operation of cabin heater and vents.
- Observe clean and approach stalls taking note of any significant wing drop or “oil canning” of the fuselage or wing.
- Fly circuits and confirm handling characteristics and trim.

### SUGGESTED WORDING FOR STATUTORY DECLARATION BY OWNER

“I (full name of current owner) of (current address of owner), do solemnly and sincerely declare that I am the owner of Airtourer aircraft VH-(registration marks), serial number (MSN of aircraft) and that, there are no liens or other claims on ownership and that there is no outstanding finance on the aircraft.”

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## WEB LINKS

Web links change regularly but we hope these will be of assistance to you.

<https://www.airservicesaustralia.com/charging/>

<http://www.aviationtrader.com.au/>

<http://classifieds.aviationadvertiser.com.au/>

[http://casa-query.funnelback.com/search/search.cgi?collection=casa\\_aircraft\\_register](http://casa-query.funnelback.com/search/search.cgi?collection=casa_aircraft_register)

[http://services.casa.gov.au/airworth/airwd/schedules/ad\\_display.asp?session=1907329995&pc=PC\\_90830&sched=under&toc=Vat](http://services.casa.gov.au/airworth/airwd/schedules/ad_display.asp?session=1907329995&pc=PC_90830&sched=under&toc=Vat)

[http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC\\_90238](http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90238)

<http://www.airtourer.asn.au/jupgrade/type-certificates>

## ACRONYMS

AD: Airworthiness Directive

ADF: Automatic Direction Finder

AFM: Aircraft Flight Manual

BASIC WT: Basic Weight

CAR: Civil Aviation Regulations

CASA: Civil Aviation Safety Authority

CASR: Civil Aviation Safety Regulation

CoA: Certificate of Airworthiness

COM: VHF Communication Radio

CoR: Certificate of Registration

CSU: Constant Speed Unit

EHTR: Engine Hours to Run

ELT: Emergency Locator Transmitter

EO: Engineering Order

GPS: Global Positioning System

IAS: Indicated Airspeed

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IFR: Instrument Flight Rules  
LAME: Licensed Aircraft Maintenance Engineer  
MR: Maintenance Release  
MSN: Manufacturers Serial Number  
MTOW: Maximum Take Off Weight  
NVFR: Night VFR  
OAT: Outside Air Temperature  
PALT: Pressure Altitude  
PHTR: Propeller Hours to Run  
PIC: Pilot In Command  
SB: Service Bulletin  
STC: Supplementary Type Certificate  
TAS: True Airspeed  
TBO: Time Between Overhaul  
TCDS: Type Certificate Data Sheet  
TR: Temporary Revision  
TT ENG: Total Time Engine  
TT PROP: Total Time Propeller  
TTAF: Total Time Airframe  
TTIS: Total Time in Service  
TXP: Transponder  
VFR: Visual Flight Rules  
VOR: VHF Omni Range