# POOLEYS

#### MICROLIGHT AIRFRAME AND ENGINE LOGBOOK

IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT AIR NAVIGATION ORDER.

APPROVED BY THE BRITISH MICROLIGHT AIRCRAFT ASSOCIATION, FORM BMAA/AW/O36

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# IT IS A LEGAL REQUIREMENT THAT AN ACCURATE RECORD OF AIRFRAME AND ENGINE HOURS, MODIFICATIONS AND MAINTENANCE ACTIONS ARE KEPT. THIS LOGBOOK IS APPROVED BY THE CAA.

#### **INSTRUCTIONS FOR USE**

- I Record all snags, defects, incidents, accidents and maintenance actions as soon as they occur. All entries must be made within 7 days of the occurrence.
- 2 The aircraft operator must keep copies of all airframe and engine logbooks for at least two years after withdrawal or destruction of the aircraft. The operator must always produce the logbook when a reasonable request is made by appropriate persons such as a CAA Surveyor, BMAA Inspector or the Pilot in Command.
- 3 All entries must be made in ink or indelible pencil. False entries, or deceptive alteration of entries is a criminal offence. Any documents referred to in this logbook (eg. worksheets, certificates of conformity) become legally part of the logbook and must be retained with it [servicing schedules are normally part of the operators manual and should be retained with that]. Entries may be stamped in or glued in but use of correction fluid is prohibited.
- 4 It is important that all notifiable accidents are reported to the appropriate authorities. If unsure what comprises a notifiable accident or to whom to report an accident, check with the BMAA or your club safety officer. The definition includes any occurrence in which there is injury to persons, or damage to the aircraft which affects primary structure or requires a major repair. It does not include engine failures, propeller damage, wing tips, antennae, tyres, brakes, engine fairings, or small dents and punctures although these can still be reported to the BMAA for others to learn from.
- 5 The Air Accident Investigation Branch emergency telephone number is 01252 512299 (24 hours). BMAA headquarters may be phoned on 01869 338888 (office hours).
- 6 It is a legal requirement that a separate logbook is kept for each engine. The sheets in the last section of this logbook constitute compliance with the requirement to have an engine logbook for recording details of engine modifications, servicing etc. The engine sheets must be kept with the engine if it is transferred to another aircraft so any engine replacement should also be recorded in the airframe section of this logbook, to account for the missing pages. Engine hours are to be entered against each maintenance entry, for the annual permit revalidation inspection, and if the engine is removed. It is not necessary to enter normal hourly engine usage per running cycle or per day.
- If the aircraft is fitted with an in-flight adjustable propeller, a separate logbook must however be used for that propeller. Unless a logbook is provided for this purpose by the manufacturer, it is recommended that CAP 400, the CAA published variable pitch propeller logbook, is used.
- 8 This logbook is also accepted by the LAA for use on LAA aircraft with an MTWA not exceeding 450kg (or 472.5kg if a ballistic recovery system is fitted) but note that the aircraft must still be operated within the LAA's airworthiness and inspection system.
- 9 The aircraft operator is encouraged to record the Check Flight data and Weight & CG data in the appropriate sections, but this is discretionary.

# **AIRCRAFT DETAILS**

Reg: <b>G</b> -	Туре:			
Year of Manufacture:	Manufacturer:			
Engine type/model:			Upright Inver	ted
Propeller type:			No. of Blade	s:
Diameter:			Pitch:	
		Serial N	lo.	Date of Manufacture
Wing (if separate):				
Airframe/Trike*:				
Engine:				
Propeller:				
Engine 2 (if fitted) (starboard/lower/rear)*				
Propeller 2 (if fitted) (starboard/lower/rear)*				
* tl	he serial number of the wing identif	ies the aircraft for weig	htshift microlights	5
Logbook No:		Date opened:		
140.		Date closed:		

registration .... registration ....

## **AIRCRAFT OWNERS**

Owner's Name:	BMAA No:
Address:	Work phone:
	Home phone:
Date of purchase:	Date CAA Notified:
Owner's Name:	BMAA No:
Address:	Work phone:
	Home phone:
Date of purchase:	Date CAA Notified:
Owner's Name:	BMAA No:
Address:	Work phone:
	Home phone:
Date of purchase:	Date CAA Notified:
Owner's Name:	BMAA No:
Address:	Work phone:
	Home phone:
Date of purchase:	Date CAA Notified:

owner .... owner ....

#### MODIFICATIONS FITTED TO THE AIRCRAFT

Description	Approval Peference*	Date	Name
Description	Approval Reference*	Embodied	& Signature

<sup>\*</sup> All modifications fitted must be approved by an appropriate organisation. Every applicable MPD (Mandatory Permit Directive), MinMod (Minor Modification), AAN (Airworthiness Approval Note), MAAN (Microlight AAN) or Manufacturer's approval should be referenced.

modifications .... modifications ....

Description	Approval Reference*	Date Embodied	Name & Signature

#### **SERVICE BULLETINS**

SERVICE BOLLLING								
Description	Reference	Date Implemented	Name & Signature					
		p.cc.	5. 5.6.1					
1	I.	1						

service bulletins .... service bulletins ....

#### **CHECK FLIGHT DATA**

The aircraft operator is encouraged to record below the Check Flight data copied from the Check Flight Schedule for Permit Revalidation (Form BMAA/AW/006), but this is discretionary.

A	Aircraft and Airfield Information			Climb P	Climb Performance Record			PLF* Stalling Record		
Date	Actual Take-off Weight kg	QFE mb	Temp. °C	Airfield	Time to Climb 1000 ft min: sec	Engine rpm Indicated	Indicated Climb Airspeed mph/kn	Indicated Stall Speed Wings Level, Level Flight mph/kn	Indicated Stall Speed 30° Bank to Left, Level Flight mph/kn	Indicated Stall Speed 30° Bank to Right, Level Fligh mph/kn
eg. 10/12/09	450	1012	+9°	Enstone	<b>54</b> s	4850	59mph	22mph	28mph	28mph

<sup>\*</sup> PLF = Power for level flight

check flight ... check flight ...

Speed	Comments	Check Pilot
Vne Actual Indicated Speed Achieved mph/kn		Name, Number and Signature
eg. 1 <i>38</i> mph	Satisfactory handling	A.N. Inspector 123

check flight ... check flight ...

## **CHECK FLIGHT DATA**

	Aircraft and Airfield Information			Climb P	Climb Performance Record			PLF* Stalling Record		
Date	Actual Take-off Weight kg	QFE mb	Temp. °C	Airfield	Time to Climb 1000 ft min: sec	Engine rpm Indicated	Indicated Climb Airspeed mph/kn	Indicated Stall Speed Wings Level, Level Flight mph/kn	Indicated Stall Speed 30° Bank to Left, Level Flight mph/kn	Indicated Stall Speed 30° Bank to Right, Level Flight mph/kn

check flight ... check flight ...

Speed	Comments	Check Pilot
Vne Actual Indicated Speed Achieved mph/kn		Name, Number and Signature

check flight ... check flight ...

#### **WEIGHT & CG REPORT**

The aircraft operator is encouraged to record below the Weight and Balance data copied from the Weight & CG Report (Form BMAA/AW/028), but this is discretionary.

Date	Empty Weight	Empty CG Position	Weighed (W) or Projected (P)	Comments (e.g. individual wheel weights)	Inspector Name, Number, Signature
eg. 1 <b>4/10/09</b>	259 kg	0.392m F0P	W	Port Main 91kg, Stbd Main 93kg Nose 75kg	A.N. Inspector 123

weight & balance ... weight & balance ...

#### **WEIGHT & CG REPORT**

Date	Empty Weight	Empty CG Position	Weighed (W) or Projected (P)	Comments (e.g. individual wheel weights)	Inspector Name, Number, Signature

weight & balance ... weight & balance ...

	No.  Airframe Hours Faults, comments, inspection or work carried out: list number or source of all pa			Nissas		
Date Ldgs		Hours Total Flown Hours		Faults, comments, inspection or work carried out; list number or source of all parts fitted; an entry is to be made within 7 days for all occurences or work done	Name & Signature	
from previous						
carried forward						

airframe ... airfr