

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**

- 1 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.
- 7 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>	Type:
Year of Manufacture:	Manufacturer:

Engine type/model:	Upright <input type="checkbox"/> Inverted <input type="checkbox"/>
Propeller type:	No. of Blades:
Diameter:	Pitch:

	Serial No.	Date of Manufacture
Wing (if separate):		
Airframe/Trike*:		
Engine:		
Propeller:		
Engine 2 (if fitted) (starboard/lower/rear)*		
Propeller 2 (if fitted) (starboard/lower/rear)*		

\* the serial number of the wing identifies the aircraft for weightshift microlights

Logbook No:	Date opened:
	Date closed:

*registration .... registration ... registration ... registration .... registration ... registration ... registration .... registration ... registration ... 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 ... owner ....*





**SERVICE BULLETINS**

Description	Reference	Date Implemented	Name & Signature

*service bulletins .... service bulletins ....*













