

**LAA SELF-BRIEFING TOOL FOR USE PRE FIRST FLIGHT OF  
NEWLY COMPLETED AIRCRAFT**

Have you checked that the flight test authorisation (PFRC or Permit to Test) is valid and in date ? Pilot license and medical ?	Response:
Have you checked the aircraft insurance details, nominated pilot etc ?	
Have you read the POH ? Do you know the operating limitations, Ts and Ps etc ? Has LAA provided a test schedule and/or test brief ?	
What fire and rescue cover will you have ?	
What test crew will you require ?	
Who will provide LAA inspection cover if the aeroplane needs major adjustments between flights exceeding pilot maintenance tasks ?	
What ground support equipment do you need ? What hangarage is available ?	
What test equipment and safety kit do you need ?	
What will be your source of fuel and oil ?	
What are your fuel state requirements for first flights ? What will be the safe endurance ?	
What will be your target weight and cg for first flights be ? How achieved ? cg shift as fuel used ?	
Do you propose any initial operating limitations over the standard ones eg reduced envelopes ?	
What weather minima apply ?	
What runway(s) are available and suitable ?	
What comms are available ?	
What are the airspace limits ?	
Do you need to liaise with the tower to allow initial operation within gliding distance of the field, and alert them of the nature of the test flights ?	
Do you need to carry out extensive engine ground runs ?	
Do you intend to carry out taxi trials ?	
Do you intend to carry out short hops ? if so what will be the aim of the hops ? Do you expect to have to deal with big trim changes with changes of power setting when hopping ?	
Has the engine any special operating procedures, eg carb heat, rpm avoid band, slow acceleration ?	
Does the engine need to be run hard to bed in the rings or babied ? Is cooling likely to be an issue ?	
Does the aircraft type have any special issues to be aware of, eg handling issues, accident history, complex retractable gear, complex electrical system, unusual layout ?	
Do you have a test plan ?	

The flight test arrangements as above have been discussed and agreed between the pilot and the owner

**Signed : Owner..... .. Pilot..... .. dated.....**

Be sure to check that exhaust smoke is not entering the cockpit. A 'dead spot' type indicator should be used in the cockpit to make sure that carbon monoxide is not accumulating. CO levels that are undetectable without a proper indicator or meter can cause long-term brain damage, and the effects are both cumulative and insidious.

As with all testing, be sure to wear adequate ear protection. Permanent hearing damage can be done by just a few minute's exposure to excessively loud noise, and a small two stroke can be just as much a threat as a big radial. Loss of high frequency hearing, and life-long tinnitus problems are the most likely outcome if proper ear protection is not used in a light aircraft. If you sensibly choose to wear a crash helmet rather than your normal headset, be sure the helmet seals around your ears properly, or consider using earplugs.