

Conformity Inspection Record Notes and Explanations
FAA Form 8100-1 (8-10)

1. DAR-F assignment—locate your own or FSDO will assign one to your project.
2. AC Form 8050-1—Application for Aircraft Registration.
3. AC Form 8050-3—Aircraft Registration—What you get back after sending in the 8050-1. Stays in the airplane when you operate it.
4. FAA Form 8130-12—Eligibility Statement—DO NOT SIGN IT—it must be NOTARIZED.
5. FAA Form 8130-6—Application for Airworthiness.
6. Your kit evaluated by KNET— National Kit Evaluation Team.
7. Engine/propeller combination—DAR will evaluate, certified or experimental.
8. AFS-750, EDRS—DAR will check for no denials.
9. AD's—FAA website to check one exist for your build, or they have been complied with, if existing (typically engine and/or propeller.)
10. Weight and Balance—Accomplished, various examples for max gross, min gross, max Fwd CG, max Aft CG, anticipated first takeoff.
11. Build and Inspection Records—Photos, build notes/logbooks, PLANS.
12. Identification Plate—permanent mounting, near entrance or aft portion of aircraft. For experimentals, only three items mandatory: Model, Serial Number, Builder.
13. “EXPERIMENTAL” sticker—near entrance to the aircraft, 6”< EXPERIMENTAL >2”
Vertical stab (with options), horizontally on empennage (aft of trailing edge of flaps, forward of leading edge of horizontal stab)
14. Passenger warning sticker—some changes have been made since 10/2017, no more reference to “Experimental Aircraft”.
15. Pitot-static test—Pitot pressurize to an airspeed, check for leakdown (may have slight leakdown if AOA pitot tube installed), evacuate Static system to an altitude, check for leaddown. Make logbook entry with date and results

16. Fuel flow check—"Recommended", not required, but you will avoid explanation with DAR, you will know your system and be confident in its ability to flow. Gravity fed—150% of takeoff fuel flow requirement, Boost pump installed—125% of takeoff requirement. 5 gallon bucket works well, do 3x, take average, make logbook entry.
17. Engine Run—leak check, check engine instruments.
18. Taxi/brake check—DUH! Ensure no surprises... Make logbook entry.
19. Flight controls—rigged for proper DIRECTION of deflection and range. Make logbook entry.
20. Trim mechanism—rigged for proper DIRECTION of deflection and range. Make logbook entry. Trim tabs will deflect in opposite direction of flight control.
21. Flaps—rigged for proper displacement and range. Make logbook entry.
22. ELT—installed.
23. Pre-closeout inspections—Access panels, inspection covers, fairings, floorboards, etc. Check for FOD, leftover tools, hardware, etc. Use 2nd set of eyes, if possible. Clean well—compressed air and vacuum. Make logbook entry noting date accomplished, assistant(s).
24. Maintenance records—Have logbooks for Airframe, Engine, Propeller.
25. Condition Inspection—one last chance to make sure the airplane is safe to go fly. MANDATORY logbook entry IAW Appendix D, Part 43 blah, blah, blah. Include airframe time 0.0 hours.