

Chapter 05

TIME LIMITS AND MAINTENANCE CHECKS

FBA-2C1, FBA-2C2, FBA-2C3
FBA-2C4, FBA-2C3T, FBA-2C4T

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LIST OF EFFECTIVE PAGES			
Chapter	Section	Page No.	Date
05	05-Title	1	January 23, 2012
		2	January 23, 2012
	05 -LOEP	1	November 27, 2012
		2	November 27, 2012
		3	November 27, 2012
		4	November 27, 2012
	05 -TOC	1	November 27, 2012
		2	November 27, 2012
	05-00	1	July 28, 2008
		2	July 28, 2008
	05-10	1	July 28, 2008
		2	July 28, 2008
		3	July 28, 2008
		4	July 28, 2008
	05-20	1	July 28, 2008
		2	July 28, 2008
		3	July 28, 2008
		4	August 5, 2010
		5	August 5, 2010
		6	August 5, 2010
		7	August 5, 2010
		8	August 5, 2010
9		August 5, 2010	
10		August 5, 2010	
11		June 29, 2011	
	12	June 29, 2011	
	13	June 29, 2011	
	14	June 29, 2011	
	15	June 29, 2011	
	16	June 29, 2011	
	17	June 29, 2011	
	18	June 29, 2011	
	19	June 29, 2011	
	20	June 29, 2011	
	21	June 29, 2011	
	22	June 29, 2011	

LIST OF EFFECTIVE PAGES			
Chapter	Section	Page No.	Date
05	05-20	23	June 29, 2011
		24	June 29, 2011
		25	June 29, 2011
		26	June 29, 2011
		27	June 29, 2011
		28	June 29, 2011
		29	June 29, 2011
		30	June 29, 2011
		31	June 29, 2011
		32	June 29, 2011
		33	January 23, 2012
		34	January 23, 2012
		35	January 23, 2012
		36	January 23, 2012
		37	January 23, 2012
		38	January 23, 2012
	05-25	1	November 27, 2012
		2	November 27, 2012
		3	November 27, 2012
		4	November 27, 2012
		5	November 27, 2012
		6	November 27, 2012
		7	November 27, 2012
		8	November 27, 2012
		9	November 27, 2012
		10	November 27, 2012
		11	November 27, 2012
		12	November 27, 2012
		13	November 27, 2012
		14	November 27, 2012
		15	November 27, 2012
		16	November 27, 2012
		17	November 27, 2012
		18	November 27, 2012
		19	November 27, 2012
		20	November 27, 2012

LIST OF EFFECTIVE PAGES			
Chapter	Section	Page No.	Date
05	05-25	21	November 27, 2012
		22	November 27, 2012
		23	November 27, 2012
		24	November 27, 2012
		25	November 27, 2012
		26	November 27, 2012
		27	November 27, 2012
		28	November 27, 2012
		29	November 27, 2012
	05-30	1	July 28, 2008
		2	July 28, 2008
	05-40	1	July 28, 2008
		2	July 28, 2008
		3	July 28, 2008
		4	July 28, 2008
	05-50	1	July 28, 2008
		2	July 28, 2008
		3	July 28, 2008
		4	July 28, 2008
		5	July 28, 2008
		6	July 28, 2008
		7	July 28, 2008
		8	July 28, 2008
		9	July 28, 2008
		10	July 28, 2008
		11	July 28, 2008
		12	July 28, 2008
	05-90	1	January 19, 2009
		2	January 23, 2012

FBA-2C1, FBA-2C2, FBA-2C3
FBA-2C4, FBA-2C3T, FBA-2C4T

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Maintenance Program FAC2-M200

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TABLE OF CONTENTS		
Chapter	Section	Title
05		TIME LIMITED / MAINTENANCE CHECKS
	05-Title	Title Page
	05 -LOEP	List of Effective Pages
	05 -TOC	Table of Contents
	05-00	General
	05-00-10	Inspection Definitions
	05-10	Time Limits
	05-10-10	Inspection Intervals
	05-10-20	Inspection Overview
	05-20	50, 100, 200, 400, and Yearly Maintenance Inspection
	05-20-10	Inspection Information Page
	05-20-20	Engine Inspection Requirements
	05-20-25	Propeller Inspection Requirements
	05-20-30	Fuselage and Empennage Group Inspection Requirements
	05-20-35	Wing Group Inspection Requirements
	05-20-40	Landing Gear (Wheels) Inspection Requirements
	05-20-45	Crew Seat Inspection Requirements
	05-20-50	Individual Rear Seat Inspection Requirements
	05-20-51	Bush (hammock) Seat Inspection Requirements
	05-20-60	Fire Extinguisher Inspection Requirements
	05-20-65	Aircraft Equipped with Aerocet 3400 Amphibious Floats & 3500 / 3500L Seaplane Floats Inspection Requirements
	05-20-70	Aircraft Equipped with Wipaire 3450 Amphibious & Seaplane Float Inspection Requirements
	05-20-75	Aircraft Equipped with Wipaire Federal / Fluidyne C3200 / C3600 Wheel Ski Inspection Requirements
	05-20-80	Reserved for Airglas Wheel Skies Inspection Requirements
	05-20-85	Aircraft Equipped with Air Conditioning System Inspection Requirements
	05-20-90	Aircraft Equipped with Optional Avionics Inspection Requirements
	05-25	Progressive 100, 200 and 400 Hour Inspection
	05-25-10	Part 1: Powerplant (Engine & Propeller) Inspections
	05-25-20	Part 2: Fuselage, Empennage, and Seat Inspections
	05-25-30	Part 3: Wing and Fire Extinguisher Inspections
	05-25-40	Part 4: Landing Gear Inspections
	05-25-50	Special Inspections: 200 & 400 Hour Inspections
	05-30	1200 & 4800 Hour Inspection Requirement
	05-30-10	1200 Hour Inspection Requirements
	05-30-20	4800 Hour Inspection Requirements

TABLE OF CONTENTS		
Chapter	Section	Title
05	05-40	Corrosion Control Program
	05-40-10	Main Landing Gear
	05-40-15	Nose/Tail Landing Gear
	05-40-20	Forward Fuselage
	05-40-30	Aft Fuselage
	05-40-40	Wing
	05-40-50	Corrosion Treatment Centers
	05-50	Unscheduled Inspections
	05-50-00	Introduction
	05-50-15	Inspection of Opportunity
	05-50-20	Hard Landing
	05-50-25	Immersion in Water
	05-50-30	Propeller Strike
	05-50-35	Lightning Strike
	05-50-40	High Wind or Prop Wash
	05-50-45	Corrosive Substance Spills
	05-50-50	Misfueling
	05-50-55	Other Occurrences
	05-50-60	Cable Replacement
	05-90	Time-Limited Items

05 TIME LIMITS & MAINTENANCE CHECKS

05-00 GENERAL

The minimum inspection requirement for any item is visual inspection. If a more detailed inspection is required, this will be stated against any individual item.

Note: If there is any question as to the integrity or function of any part or system, carry out whatever additional inspections or checks are required to ensure the part or system is airworthy.

The inspection requirements laid out in this chapter are the minimum requirements. Each owner must include additional tasks appropriate to their operation of the aircraft, or as required by their Regulatory Authority. Changes to inspection frequencies must be approved by their Regulatory Authority.

Check aircraft log books for deferred maintenance items prior to beginning any inspection. Enter all completed inspections in applicable aircraft logbooks.

05-00-10 Inspection Definitions

VISUAL INSPECTION

Visual inspection for general condition, security, corrosion, overall integrity of all attachments, safety devices, placards or other features. Visual inspection may require the use of additional light sources, mirrors or other viewing instruments as required.

In particular, for composite parts inspect for cleanliness, separation of bond, delamination, wear, cracking, deformation, overheating and fluid saturation.

CLOSE VISUAL INSPECTION

All the criteria of visual inspection apply, with the addition that a 10X (minimum) magnifying device must be used to carry out the inspection.

OPERATIONAL CHECK

Includes all criteria of Visual Inspection plus a check of an item, or system's ability to fulfill its intended purpose.

- E.g.: '*Operational check rudder system*' requires rudder pedals to travel through full range of movement with freedom of movement, rudder travel through full range of movement, direction of movement of rudder pedals and rudder, contact of control stops.

FUNCTIONAL CHECK

Includes all the criteria of Operational Check plus a check of an item, or system's ability to operate correctly.

- E.g.: '*Function check rudder system*' requires rudder, rudder pedals, all cables, all bell cranks, and pulleys are free from obstruction during movement, to travel through full range of movement with freedom of movement, require measurement of rudder pedal travel and measurement of rudder travel. Flight control deflection check is included in this category.

CABLE TENSION CHECK

Requires a cable to be tension checked. Correct cable tension must be confirmed after any adjustments to a cable operated system.

RIGGING CHECK

Includes all criteria of Functional Check and Cable Tension Check, plus check for neutral settings, direction of travel, range and freedom of travel, and any other items as required.

- E.g.: '*Rigging check of rudder system*' requires all items in Function Check to be carried out, and a Cable Tension Check, and alignment check of rudder pedals and the rudder in the rudder neutral position and measurement of rudder deflection.

OVERHAUL

Requires the component to be removed, and sent to an approved facility, for disassembly, inspection, refinish, parts replacement, reassembly and testing, as required, to ensure continued serviceability and conformance to standards in accordance with the applicable overhaul manual.

05-10 TIME LIMITS

05-10-10 Inspection Intervals

Perform the following inspections at the intervals indicated:

FREQUENCY	INSPECTION	TOLERANCE	MANUAL REFERENCE
50 Hour	50 Hour Inspection	Do not exceed 2.5 Hours	05-20
100 Hour	100 Hour Inspection	Do not exceed 5 Hours	05-20
200 Hour	200 Hour Inspection	Do not exceed 10 Hours	05-20
400 Hour	400 Hour Inspection	Do not exceed 20 Hours	05-20
1200 Hour	1200 Hour Inspection	+/- 50 Hours	05-30
4800 Hour	4800 Hour Inspection	+/- 100 Hours	05-30
One Year	100 & 50 Hour (Note 1 & 2) and One Year Inspection	+/- 14 Days	05-20
Five Year	1200 and 4800 Hour	+/- 60 Days	05-30

Note: Prior to the application of a tolerance, the aircraft shall be inspected to the degree necessary to ensure that it is airworthy, and in satisfactory condition to operate for the period of the tolerance. The tolerance period and a maintenance release will be recorded in the aircraft journey logbook. Tolerances must be applied and documented in advance of the original compliance requirement.

For New Aircraft Only

- At 10 Hours carry out a Spectrographic Oil analysis (IO-580-B1A Engine only)
- At 25 Hours carry out a one time Engine Inspection as per the Textron Lycoming Operators Manual.
- At 50 hours, or 60 days from receipt of aircraft, whichever occurs first, carry out a one time only Inspection of all cable tensions.

Note 1: For aircraft, which have a low utilization rate (where total air time is less than 100 hours per calendar year), once each calendar year, all of the One Year inspection items, and all of the 50 hour inspection, and all of the 100 hour inspection items must be carried out.

Note 2: Accomplishment of the One Year inspection will reset the One Year inspection, the 50 and 100 Hour inspections. Reference Section 05-20.

Note 3: Each owner must determine and include additional inspection Regulatory Requirements as determined by the governing Regulatory Authority.

Note 4: It is recommended that a program be established to incorporate all lower interval inspection criteria during each schedule inspection. For example:

1. At 200 Hours all 200, 100, and 50 Hour items would be complied with at the same time. This procedure ensures that all lower interval inspections are completed and thus can be aligned with future inspection schedules.
2. Some operators may choose to comply with all scheduled inspections on an individual basis. In essence, this may still meet the requirements such that all Hourly items are being accomplished within the prescribed time limits. One draw back of this method is that it requires the monitoring and tracking of several different Hourly constraints to ensure inspections do not exceed prescribed tolerances.

Note 5: Operating in adverse conditions may require an amendment to the inspection schedule or include additional inspections for preventative maintenance. For example:

1. Aircraft operating in saltwater environments should take extra steps to ensure that the salt residue is rinsed off the exterior and any interior areas that may have been contaminated. (Including inside tail section). Salt deposits will result in premature corrosion if left unattended.
2. Aircraft operating in dusty/sandy environments should inspect engine inlet filters at an increased frequency due to premature contamination from sand particles leading to loss of airflow and possibly loss of engine power.

It is imperative that owners account for operational conditions when deciding the extent and frequency of inspections. It is the owner's responsibility to identify and incorporate any additional inspections and maintenance items required for the care and safe operation of their aircraft. The type and degree of extra attention may depend on the adversity of the operating environment. These steps may increase dispatch reliability and extend the life of the aircraft.

05-10-20 Inspection Overview

Propeller Inspections

Propeller Hours	Carry out this Inspection
Pre Flight	Hartzell Pre Flight inspection
Every 100 hours	Hartzell 100 hour inspection
Annually	Hartzell 100 hour inspection
Special Inspections	Reference Hartzell Owners Manual 115N for installation, hourly, or calendar limits.
Overhaul	Reference Hartzell Owners Manual 115N for installation, hourly, or calendar limits.

Engine Inspections

Engine Hours	Carry out this Inspection
Pre Flight	Textron Lycoming Daily Pre-Flight inspection
At 10 hours	Textron Lycoming 10 hour inspection (For New Engines – Spectrographic oil analysis is due at 10 hours on the IO-580-B1A engine)
At 25 hours	Textron Lycoming 25 hour inspection (For New Engines)
AT 100 HOURS	Retorque of engine mounts 100-hours after any engine installation, Textron Lycoming Manual LMO-580-B
Every 50 hours	Textron Lycoming 50 hour inspection
Every 100 hours	Textron Lycoming 100 hour inspection
Every 400 hours	Textron Lycoming 400 hour inspection
Every 500 hours	Textron Lycoming 500 hour inspection
Every 1000 hours	Textron Lycoming 1000 hour inspection
Special Inspections	Reference Textron Lycoming publications for installation, hourly, or calendar limits
Overhaul	Reference Textron Lycoming publications for installation, hourly, or calendar limits.

Airframe Inspections Aircraft Hours	Carry out this Inspection
Cable Tension	For new aircraft or after any cable change, carry out a cable tension check at 50 hours or at 60 days which ever occurs first. Cable tension checks are also carried out as part of the rigging checks on a yearly basis.
Every 50 hours	FAC 50 hour inspection
Every 100 hours	FAC 100 hour inspection
Every 200 hours	FAC 200 hour inspection
Every 400 hours	FAC 400 hour inspection
Every 1200 hours	FAC 1200 hour inspection

The above cycle repeats every 1200 hours.

FBA-2C1, FBA-2C2, FBA-2C3
FBA-2C4, FBA-2C3T, FBA-2C4T

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Maintenance Program FAC2-M200

Every 4800 hours	FAC 4800 hour inspection
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Every 5 years	FAC 1200 hour and 4800 hour inspection
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05-20 50, 100, 200, 400 AND YEARLY MAINTENANCE INSPECTION

05-20-10 Inspection Information Page

The following is a suggested inspection information page. Each operator will have different requirements, which may dictate deletion of items or additional items.

REGISTRATION	_____	S/N	_____
A/C MAKE	_____	A/C MODEL	_____
TTSN	_____ (Hours)	TYPE OF INSPECTION	_____
ENGINE MAKE	_____	ENGINE MODEL	_____
S/N	_____	TTSN	_____ (Hours)
TSOH	_____ (Hours)	NEXT O/H @	_____ (Hours)
PROP MAKE	_____	PROP MODEL	_____
S/N	_____	TTSN	_____ (Hours)
TSOH	_____ (Hours)	NEXT O/H @	_____ (Hours)
NEXT HOURLY INSPECTION DUE @	_____ (Hours)	TYPE	_____
NEXT CALENDAR INSPECTION DUE	_____	DATE	_____
E.L.T. RECERTIFICATION DUE	_____		
PITOT & STATIC TEST DUE	_____		
ALTIMETER RECALIBRATION DUE	_____		
PFD (INFLATABLE) RECERTIFICATION DUE	_____		
SURVIVAL GEAR RECERTIFICATION DUE	_____		
FIRST AID KIT RECERTIFICATION DUE	_____		
TRANSPONDER RECERTIFICATION DUE	_____		
MODE 'C' RECERTIFICATION DUE	_____		
COMPASS SWING DUE	_____		

05-20-20 Engine Inspection Requirements

Note : A clear box indicates the item is to be inspected/checked.
 The engine manufacturer’s inspection requirements must also be complied with.
 These pages may be printed and used as Inspection/Maintenance Checklists.

ENGINE

ITEM	DESCRIPTION	INTERVAL (flight hours or calendar)				O N E A R
		5 0	1 0 0	2 0 0	4 0 0	
1	Engine cowling and baffles for cracks, delaminations, heat damage, fluid saturation condition & security.					
2	Examine spark plug leads of cable and ceramics for corrosion and deposits. Clean and dry before reassembly.					
3	Engine intake seals for leaks, clamps for tightness.					
4	Engine mounts for cracks and distortion.					
5	Engine mount dynafocal rubbers for swelling and flex cracks.					
6	Induction air system for condition, security and cleanliness.					
7	Remove induction air filter & inspect alternate air door for correct operation. Inspect air filter for condition and replace as required. Air filter on 2C3 & 2C4 may be cleaned see section 71-65-15 for details.					
8	Visual inspection of auxiliary fuel pump (on firewall on 2C1 & 2C2, in fuel tub on 2C3 & 2C4), hoses & electrical connections.					
9	Visual inspection of engine driven fuel pump and lines.					
10	Pressurize fuel system with electrical pump and inspect for leaks.					
11	Flexible fuel lines for routing & chafing.					
12	Visual inspection of fuel injection servo control unit, fuel manifold valve, fuel lines.					
13	Fuel strainer screen, drain valve and bowl for contamination, condition and security (on firewall on 2C1 & 2C2, in fuel tub on 2C3 & 2C4).					

ENGINE

		INTERVAL (flight hours or calendar)				O N E A R	Y E A R
ITEM	DESCRIPTION	5 0	1 0 0	2 0 0	4 0 0		
14	Mixture, throttle, and pitch control systems for security of attachments, freedom and full range of travel. Lubricate as required, Ref: Chapter 12						
15	Oil cooler plenum for obstructions and cleanliness.						
16	All oil lines for leaks, security, rubbing and fire protection.						
17	Drain oil from engine crankcase, inspect for contamination, reinstall oil drain plug.						
18	Remove external oil filter, inspect interior filter element for signs of contamination.						
19	Install new external oil filter, replenish with correct oil type (Ref: Textron Serv. Instr. 1014).						
20	Check rocker box covers for oil leaks, replace if necessary.						
21	All electrical wiring & connectors for routing, chafing, condition and security.						
22	Accomplish inspection of valve rocker mechanism as outlined in Lycoming Operators manual. Replace rocker cover gaskets.						
23	Crank case, oil pan, accessory section housing and front crankshaft seals for oil leakage.						
24	All breather/vent lines for condition and obstructions.						
25	Visual inspection of cabin heat boxes, ducts, doors and controls.						
26	Visual inspection of starter, solenoid and electrical connections						
27	Visual inspection of vacuum pump, relief valve, filters & lines.						
28	Fluid level in brake reservoir. Ref: Chapter 32 and 12.						
29	Remove spark plugs and clean, check gaps Reinstall rotating bottom plugs to the upper position.						
30	Battery & cables for corrosion & security. Cells for fluid level and specific gravity. Ground straps for condition & security.						

ENGINE

INTERVAL (flight hours or calendar)		5	1	2	4	O Y
		0	0	0	0	N E
ITEM	DESCRIPTION	0	0	0	0	E A
						R
31	Firewall and firewall penetrations/seals for cracks, condition, and security.					
32	Visual inspection of alternator, drive belt, pulley, attachments & electrical connections.					
33	Magneto to engine timing. Slick magneto timing procedures. Ref: Lycoming Operators Manual					
34	Engine mounted accessories, pumps, temperature and pressure sensing units for security and connections.					
35	Cylinders for cracked or broken cooling fins.					
36	Fuel injector nozzles for looseness. Torque in accordance with Lycoming Operators Manual.					
37	Throttle body attaching screws for tightness, torque in accordance with Lycoming Operators Manual.					
38	Carry out differential Compression Test Record Compression below : 1 2 3 4 5 6					
39	Exhaust stack gaskets and attachments for condition & security, replace as required.					
40	Exhaust System Visually inspect/check, in detail, the following components of the exhaust system: (1) Muffler and heat exchanger for general condition and leaks. Note it is important to remove heat exchanger for a thorough inspection (2) Leaking exhaust stack gaskets (blown gaskets). (3) Loose or broken clamp connections, attachments, and stacks. (4) Cracked, dented or broken stacks (5) Leaking around slip joints (6) Cracks adjacent to welded areas and stack bends. (7) Thinning of joint areas due to vibrational wear. Continued on next page					

ENGINE

INTERVAL (flight hours or calendar)		5	1	2	4	O
		0	0	0	0	Y
ITEM	DESCRIPTION					N E A R
40	(8) Metal pitting due to internal erosion by combustion products. (9) Check tailpipes for erosion, thinning, bulging, or burn-through Signs of exhaust system leakage on external surfaces include a flat grey, grey-white, or light grey powder or a sooty appearance					
41	Cowl flap system for condition, operation and security. Ref: Chapter 71					
42	Lubricate all points as required. Ref: Chapter 12.					

05-20-25 Propeller Inspection Requirements

Note : A clear box indicates the item is to be inspected/checked.
 The propeller manufacturer's inspection requirements must also be complied with.
 These pages may be printed and used as Inspection/Maintenance Checklists.

PROPELLER

INTERVAL (flight hours or calendar)		5	1	2	4	O Y
		0	0	0	0	N E
ITEM	DESCRIPTION	0	0	0	0	E A
						R
1	Inspect spinner & bulkhead for damage. Check all visible propeller parts for cracks, wear or unsafe conditions.					
2	Inspect blades for damage and cracks. Refer to Hartzell Owner's Manual. Cracked blades to be sent to an approved shop for inspection. No further flights allowed.					
3	Inspect hub for cracks, wear, grease and oil leaks. Inspect propeller nuts for security and safety. Refer to Hartzell Owner's Manual. Cracked hubs to be sent to an approved shop for inspection. No further flights allowed.					
4	Inspect governor attachment and controls.					
5	Check blade track. Refer to Hartzell Owner's Manual.					
6	Check blades for movement or looseness in hub. Refer to Hartzell Owner's Manual.					
7	Inspect blades for general condition and paint erosion. Refer to Hartzell Owner's Manual.					
8	Lubricate prop. Refer to Hartzell Owner's Manual.					

05-20-30 Fuselage and Empennage Group Inspection Requirements

Note : A clear box indicates the item is to be inspected/checked.
 These pages may be printed and used as Inspection/Maintenance Checklists.

FUSELAGE & EMPENNAGE GROUP

INTERVAL (flight hours or calendar)		5	1	2	4	O
		0	0	0	0	Y
ITEM	DESCRIPTION		0	0	0	N
						E
						A
						R
1	Instrument panel for correct placards, ground straps and instrument security. Ref: POH.					
2	All instruments for condition and security of all wires, lines and hoses.					
3	Instrument air inlet and relief filters for condition and replacement times. Ref: Chapter 34.					
4	Control column for freedom and correctness of movement.					
5	Control wheels for condition and security (including PTT switches).					
6	Control column bearings, chains, sprockets, cables, pulleys, bellcranks, turnbuckles and fairleads, function check & safeties. Ref: Chapter 27.					
7	Aileron, elevator & rudder control systems functional check and safeties. Move cables through full range of travel and inspect for wear, pay particular attention to the areas of pulleys, fairleads and elevator rocker.					
8	Elevator trim control system from trim wheel (including indicator) to elevator, Operational check and safeties. Ref: Chapter 27.					
9	Horizontal stabilizer actuator arm & attachments for cracks and distortion.					
10	Horizontal stabilizer balance spring for condition and security (2C3 & 2C4)					
11	Horizontal stabilizer center spar, aft face, upper angle for evidence of cracks.					

FUSELAGE & EMPENNAGE GROUP

INTERVAL (flight hours or calendar)		5	1	2	4	O Y
		0	0	0	0	N E
ITEM	DESCRIPTION	0	0	0	0	E A
						R
12	Horizontal stabilizer attachment brackets on the aft fuselage for evidence of cracks particularly in the radius area. Use lights and mirrors as required to ensure a clear view of the area.					
13	Visual inspection of internal rear fuselage for security of attachments, safeties, and general condition.					
14	Static ports and lines for condition and security.					
15	Visual inspection of elevator cable bellcrank, pulleys, cable attachment bolts and safeties.					
16	Elevator push rod, rod ends, attachments and safeties.					
17	Elevator torque tube assembly & attachment, bolts, bearings, travel stops and safeties.					
18	Elevator to horizontal stabilizer hinge attachments, bearings, travel stops and safeties.					
19	Elevator down spring for general condition and security (2C3 & 2C4).					
20	Rudder to vertical stabilizer hinge attachments, bearings, bolts and safeties.					
21	Rudder steering bellcrank, attachments, bearings, bolts, travel stops, cable ends and safeties.					
22	Elevator and Rudder mass balance weights.					
23	Elevator, rudder, and horizontal stabilizer systems rigging check. Ref: Chapter 27					
24	Rudder trim system for general condition and security. (2C3 and 2C4)					
25	Function check rudder trim system for correct operation and travel. Ref: Chapter 27					
26	Visual inspection of all heat control boxes/valves, hoses, doors and controls for correct operations.					
27	NACA inlets and controls for condition, security operation. Ref: Chapter 21					

FUSELAGE & EMPENNAGE GROUP

INTERVAL (flight hours or calendar)		5	1	2	4	O Y
		0	0	0	0	N E
ITEM	DESCRIPTION	0	0	0	0	E A
						R
28	Eye-ball-type vents for condition, security and operation.					
29	Fuel selector for placarding and ease of operation.					
30	In co-pilot foot well on the 2C1 & 2C2 check fuel collector tanks, fuel lines and connections for routing and evidence of leaks.					
31	In fuel tub on 2C3 & 2C4 check fuel collector tanks, aux pump, selector valve and fuel strainer (gascolator) for leaks, operation and cleanliness.					
32	Inspect fuel lines that run from the wing tanks to the collector tanks.					
33	On 2C3 & 2C4 inspect fuel line that runs from the fuel tub to the firewall bulkhead fitting.					
34	Visual inspection below floor area paying particular attention to the many welded joints on the fuselage frame. Inspect wires, antennae leads, hoses, cables, pulleys and lines. Apply a migrating corrosion inhibitor such as ACF-50, Boeshield T9, or Corrosion X to all welded joints.					
35	Flap control system bearings for freedom of movement. (Plain Flap Only)					
36	Flap handle, torque tube & bellcrank for freedom of movement, placards and safeties. (Plain Flap Only)					
37	Windscreen & windows for cracks or other defects.					
38	Condition and security of magnetic compass.					
39	Cabin upholstery and trim for general condition.					
40	Door hinges and latches for condition, security, and operation.					

FUSELAGE & EMPENNAGE GROUP

INTERVAL (flight hours or calendar)		5	1	2	4	O Y
		0	0	0	0	N E
ITEM	DESCRIPTION	0	0	0	0	E A
						R
41	Door seals and window seals for condition and security.					
42	On front doors remove interior access panel and inspect latch mechanism for condition and security. Lubricate as required. Ref: Chapter 12					
43	On rear doors remove interior access panels and inspect latch mechanism for condition and security. Lubricate as required. Ref: Chapter 12					
44	Condition of all exterior skins for distortion, dents, cracks, loose or missing fasteners. In addition for composite skins inspect for delaminations and fluid saturation paying particular attention to areas around fasteners.					
45	Check dorsal fin for distortion, cracks, loose or missing fasteners. In addition for composite dorsal fin inspect for delaminations and fluid saturation paying particular attention to areas around fasteners.					
46	Check the bolts that secure the aluminum aft fuselage to the steel tube forward fuselage. Moved to 1200 hr inspection.					
47	Lubricate all points as required. Ref: Chapter 12.					
48	G500 or G600 EFIS Installation Conduct a visual inspection (look for signs of wear, deterioration, or damage to wires, backshells, or connectors) of the system LRUs and wiring harnesses to ensure installation integrity: - Inspect all units for security of attachment. - Inspect all knobs and buttons for legibility. - Visually inspect each unit's wiring for chafing or wear at each termination. The LRUs include the following: - PFD/MFD Display on flight panel - AHRS beneath flight panel - ADC (air data computer) beneath flight panel - Magnetometer in port wing ³ - OAT in port wing on rib #3					

FUSELAGE & EMPENNAGE GROUP

INTERVAL (flight hours or calendar)		5	1	2	4	O Y
		0	0	0	0	N E
ITEM	DESCRIPTION	0	0	0	0	R
S-Tec 55X Autopilot System (if installed)						
49	Flight Computer - Inspect unit for security of attachment. - Inspect all knobs and buttons for legibility. - Visually inspect unit's wiring for chafing, etc					
	Altitude Transducer - Inspect unit for security of attachment. - Inspect wiring and pressure line for chafing, etc					
	Control Wheel Switches - Inspect switches for security of attachment. - Inspect knobs and buttons for legibility.					
	Pitch & Roll Servos - Inspect servos for security of attachment. - Check for frayed or misaligned bridle cables and excess wear on capstans					
Autotrim System (if installed)						
50	Pitch Trim Servo - Inspect servo for security of attachment. - Check for worn or misaligned chain and excess					
S-Tec Yaw Damper (if installed)						
51	Yaw Damper Computer - Inspect unit for security of attachment. - Visually inspect unit's wiring for chafing, etc					
	Instrument Panel Switches - Inspect switches for security of attachment. - Inspect knobs and buttons for legibility.					
	Yaw Servo - Inspect servo for security of attachment. - Check for frayed or misaligned bridle cables and excess wear on capstans					

For Optional Avionics Inspection Requirements see Section 05-20-90

05-20-35 Wing Group Inspection Requirements

Note: A clear box indicates the item is to be inspected / checked.
 These pages may be printed and used as Inspection/Maintenance Checklists.

WING GROUP

ITEM	DESCRIPTION	INTERVAL (flight hours or calendar)				O N E A R
		5 0	1 0 0	2 0 0	4 0 0	
1	Lower wing skins for dents, cracks, loose or missing fasteners.					
2	Upper wing skins for dents, cracks, loose or missing fasteners.					
3	Visual inspection of interior structure, as visible through access panels, for cracks, distortion and loose or missing fasteners. (Not fuel cell area)					
4	Aileron operating system: Check for freedom of movement. Cables/pulleys for wear, routing, fraying, corrosion and turnbuckle safety.					
5	Aileron hinges for cracking and migration of pin. Ref: Chapter 27.					
6	Aileron mass balance weights for attachment.					
7	Aileron rigging check. Ref: Chapter 27.					
8	Flap hinges for cracking and migration of pin. Ref: Chapter 27. (Plain Flap Only)					
9	Flap for 'bottoming out'. Flap must be in full down position. Push up on trailing edge – flap must be free to move up and down approx 1/8". No play = flap is 'bottomed out', hence, mis-rigged. (Fowler Flap Only)					
10	Flap security of attachment of forward end of the pushrod, locking devices, and pushrod free rotation. Ref: Chapter 27. (Fowler Flap Only)					
11	Flap security of all hinge arms (4 locations each flap) Ref: Chapter 27. (Fowler Flap Only)					
12	Flap shroud skin drain holes for obstruction. Ref: Chapter 27. (Fowler Flap Only)					
13	Flap track attachments to wing structure and surrounding structure. (Fowler Flap Only)					

WING GROUP

		INTERVAL (flight hours or calendar)				O N E A R	Y E A R
ITEM	DESCRIPTION	5 0	1 0 0	2 0 0	4 0 0		
14	Flap excessive movement by moving trailing edge up & down. Check in any position except full up or full down position. (Fowler Flap Only):						
15	Flap actuator threads for wear and lubrication. Clean threads and lubricate as required. Ref: Chapter 12						
16	Flap actuator position (micro) switches for condition and security.						
17	Flap torque tube bearings for excessive play and/or wear on port side at I/B of Rib #2. Ref: Chapter 27. (Fowler Flap Only)						
18	Flap torque tube bearings for excessive play and/or wear on port and starboard side at O/B of Rib #5. Ref: Chapter 27. (Fowler Flap Only)						
19	Flap upper two track attachments and surrounding structure. Ref: Chapter 27. (Fowler Flap Only)						
20	Flap actuator/motor attachment to aft face of main spar. Ref: Chapter 27. (Fowler Flap Only).						
21	Flap actuator attachment to torque tube control horns. Ref: Chapter 27. (Fowler Flap Only).						
22	Flap rigging check. (Fowler Flap Only). Ref : Chapter 27						
23	Visual inspection of pitot-static tube and mast (2C1 & 2C2), L-type pitot tube (2C3 & 2C4). Perform operational check of pitot heat. Ref: Chapter 34						
24	Fuel tank exterior area for evidence of fuel leaks.						
25	Fuel lines, connectors and fittings for evidence of fuel leaks.						
26	Fuel filler caps - inspect for general wear and condition - inspect condition of sealing O-ring, replace if required - inspect seal surfaces to ensure they are smooth - inspect locking mechanism to ensure it is properly adjusted, ... (continued on next page)						

WING GROUP

		INTERVAL (flight hours or calendar)				O N E A R
ITEM	DESCRIPTION	5 0	1 0 0	2 0 0	4 0 0	
26	- lubricate locking tumbler, spring and shaft with general purpose grease or equivalent - inspect placards Ref: Chapter 11.					
27	Fuel tank vents & lines for evidence of leakage and freedom of obstruction.					
28	Inspect wing tips for delamination, cracks, loose or missing fasteners.					
29	Wing leading edge ventilation inlet screen for condition and security.					
30	Under wing ventilation inlet screen for condition and security.					
31	Visual inspection of VGs (vortex generators) for quantity, condition and security.					
32	Lubricate all points as required. Ref: Chapter 12					
33	Magnetometer in port wing (if installed): Visually inspect wiring for chafing or wear and unit for security					
34	OAT in port wing at rib #3 (if installed): Visually inspect wiring for chafing or wear and unit for security					

05-20-40 Landing Gear (Wheels) Inspection Requirements

Note : A clear box indicates the item is to be inspected / checked.
 These pages may be printed and used as Inspection/Maintenance Checklists.

LANDING GEAR (WHEELS)

		INTERVAL (flight hours or calendar)				O N E A R
ITEM	DESCRIPTION	5 0	1 0 0	2 0 0	4 0 0	
1	Inspect tires for general condition, inflation, slippage, and excessive wear.					
2	Wheels for cracks, general condition, security and corrosion.					
3	Remove wheels, remove bearings. Degrease and inspect bearings and axle for wear.					
4	Brake discs and pads for wear. Ref: Chapter 32.					
5	Brake calipers, lines & attachments for freedom of movement, damage and leakage.					
6	Re-grease bearings. Reinstall bearings and wheels. Ref: Chapter 12					
7	Brake master cylinders, lines, linkage, rod ends & bellcranks for leakage & freedom of movement.					
8	Check operation of parking brake. Ref: Chapter 32.					
9	Lubricate all points as required. Ref: Chapter 12					
2C3 Tricycle Gear						
10	Wheel pants and leg fairings for condition and security					
11	Main gear legs and trunnions for condition, security and corrosion.					
12	Cross tube for general condition, security and corrosion.					
13	Nose gear fork for condition and security.					
14	Nose gear leg (strut) for condition and security.					
15	Nose gear A-arm and bearings for condition and security.					
16	Nose gear elastomer shock absorber pucks for alignment, cracking or splitting					
17	Nose wheel shimmy system for correct operation. Ref: Chapter 32					

LANDING GEAR (WHEELS)

		INTERVAL (flight hours or calendar)				O N E A R
ITEM	DESCRIPTION	5 0	1 0 0	2 0 0	4 0 0	
	2C1, 2C2, & 2C4 "Tail-dragger Gear"					
18	Main gear leg fairings for condition and security					
19	Main gear legs and attachments for condition, security and corrosion.					
20	Drag links and attachments for general condition, security and corrosion.					
21	Elastomer shock absorber pucks for alignment, cracking or splitting					
22	Elastomer puck pad bracket (saddle) for condition and security					
23	Main gear beam for condition and security					
24	Tail wheel hub for condition and security.					
25	Visual inspection of tail wheel steering, cables & attachment to control arms.					
26	Tail wheel castor anti swivel & friction mechanism for correct operation. Ref: Chapter 32					
27	Tail wheel castor bearing for excessive wear.					
28	Tail wheel castor bearing to be cleaned and re-lubricated. Ref: Chapter 12					
29	Tail wheel boom (stinger) for condition and security					

05-20-45 Crew Seats Inspection Requirements

Note: A clear box indicates the item is to be inspected / checked.
 These pages may be printed and used as Inspection/Maintenance Checklists.

CREW SEATS

		INTERVAL (flight hours or calendar)				O N E A R	Y E A R
ITEM	DESCRIPTION	5 0	1 0 0	2 0 0	4 0 0		
1	Inspect seatbelt/shoulder harness for wear and damage, fittings for function and security. Inspect latch mechanism for correct locking operation.						
2	Inspect seat frame for cracks, bends and corrosion.						
3	Inspect the locking mechanism for cracks, wear and corrosion. Check that the mechanism operates smoothly and the locking pins fully engage. Lubricate pins and lever shaft. Check the condition of the return spring. Ref: Chapter 12						
4	Check the nylon rollers for wear, flat spots and rotation. Clean dirt or debris from rollers and roller cages. Lubricate roller bolts. Ref: Chapter 12						
5	Inspect the seat rails for security, corrosion and distortion. Check stop bolts in the seat rails for security and function.						
6	Inspect back rest pivot bolt and bushing for wear and corrosion. Lubricate bolt. Ref: Chapter 12						
7	Inspect ball detent pins for security and condition, (Height Adjustable Seats Only)						
8	Remove Height Adjustable Seat from carriage and check condition of vertical tubes.						
9	Lubricate vertical tubes and reinstall Height Adjustable Seat checking for proper function. Ref: Chapter 12						
10	Remove the upholstery and check the foam cushions and upholstery for general condition.						
11	Check support fabric and lacing for wear.						
12	Perform close visual inspection of all welded joints using 10X magnifying glass.						

05-20-50 Individual Rear Seats Inspection Requirements

Note: A clear box indicates the item is to be inspected / checked.
 These pages may be printed and used as Inspection/Maintenance Checklists.

INDIVIDUAL REAR SEATS

		INTERVAL (flight hours or calendar)				O N E A R
ITEM	DESCRIPTION	5 0	1 0 0	2 0 0	4 0 0	
1	Inspect the individual components of the seat belts for deformation, cracks, fractures, malfunction of moving parts, and corrosion. Belts with these defects should be removed from service.					
2	If equipped with inertia reels, inspect the reels for wear, damage, function and security.					
3	Check seat belt webbing for damage and wear. Any sew patterns with 5 or more broken threads or cuts in webbing greater than 1/8 inch must be removed from service. If the web is worn so that it binds in the adjustment mechanism, the belt must be removed from service. Slight wear and roughening of the webbing caused by normal operation of the buckle will not affect strength					
4	Test the buckle mechanism. Hold the buckle in the vertical position with the inserted connector pointing downwards. The connector should fall clear of the buckle when the buckle cover is lifted approximately 45°. Open the cover fully against the buckle housing and release. The spring force must cause the cover to return automatically to the closed position.					
5	Check that the labels or tags on each lap belt half are present and the markings are legible.					
6	Inspect Seat tracks (“Brownline”) for wear, obstructions and corrosion. Clean as required.					
7	Inspect seatback tubing for corrosion, distortion and cracks. (Special attention to area on either side of hinge pin screw)					
8	Inspect hinge brackets for corrosion, distortion and cracks. (Special attention to rivets supporting “Brownline” stud aluminum block)					
9	Inspect 5/16 bolt securing the seatbelt. Note: Do not over tighten; bolt must be able to rotate freely.					

INDIVIDUAL REAR SEATS

		INTERVAL (flight hours or calendar)				O N E A R	Y E A R
ITEM	DESCRIPTION	5 0	1 0 0	2 0 0	4 0 0		
10	Inspect locking foot for cracks, distortion, wear, locking & freedom of rotation.						
11	Inspect seat cushion and upholstery for general condition. The underlying rigid cushion will have to be replaced if it becomes soft.						
12	Remove upholstery; inspect all weld joints with a 10X magnifying glass. Inspect all nutplate securing hinge brackets to seat block bottom.						

05-20-51 Bush (hammock) Seat Inspection Requirements

Note : A clear box indicates the item is to be inspected / checked.
 These pages may be printed and used as Inspection/Maintenance Checklists.

BUSH SEAT

		INTERVAL (flight hours or calendar)				O N E A R	Y E A R
ITEM	DESCRIPTION	5 0	1 0 0	2 0 0	4 0 0		
1	Inspect seatbelt/shoulder harness for wear and damage, fittings for function and security. Inspect latch mechanism for correct locking operation.						
2	Inspect fabric for wear, fraying, and broken stitches.						
3	Inspect cross tube for corrosion, distortion and cracks.						
4	Inspect seat frame and brace for security, corrosion, distortion and cracks.						
5	Inspect ball detent pins for condition, security and operation.						
6	Inspect upper beam for security, corrosion, distortion and cracks.						
7	Inspect all weld joints with a 10X magnifying glass.						

05-20-60 Fire Extinguisher Inspection Requirements

Note : A clear box indicates the item is to be inspected / checked. These pages may be printed and used as Inspection/Maintenance Checklists.

FIRE EXTINGUISHER

		INTERVAL (flight hours or calendar)				O	Y
		5	1	2	4	N	E
		0	0	0	0	E	A
ITEM	DESCRIPTION		0	0	0	R	
RT A600 Halon Extinguisher							
1	Condition and security of safety seal.						
2	Inspect nozzle for obstruction.						
3	Condition of discharge lever.						
4	Inspect RT A600 fire extinguisher for general condition, corrosion, correct installation and security.						
5	Security and legibility of instruction decal.						
6	Inspect mounting tube for condition and security.						
7	Weigh the unit and replace if less than 24.2 ounces (686 grams). Gross Weight = 25.6 ounces (727 grams)						
Dry Chemical Extinguisher							
1	Check that indicator is in the "green". If not in the "green", replace extinguisher.						
2	Condition and security of safety seal.						
3	Inspect nozzle for obstruction.						
4	Condition of discharge lever.						
5	Condition of the cylinder.						
6	Security and legibility of instruction decal.						
7	Inspect mounting bracket for condition and security.						
8	Check date on extinguisher, replace based on manufacturer's recommendation.						

05-20-65 Aircraft Equipped with Aerocet 3400 Amphibious Floats and 3500/3500L Seaplane Floats Inspection Requirements

- Note 1:** When operating in sandy environments wash out tracks daily to remove abrasive potential and lubricate with a dry Teflon coating spray (Amphibious Floats).
- Note 2:** **WARNING** (Amphibious Floats): When greasing Nose Block. – Introduction of grease through the grease fitting during normal operation should be minimal (**1/2 pump max of a hand grease gun per week**) always watching for hydraulic lock and any damage from grease gun pressure. Introduce grease very slowly.
- Note 3:** Use a Spray Coating with a migrating corrosion material (ACF-50, Boeshield T9, or Corrosion X).
- Note 4:** Coat hardware with Par-Al-Ketone or LPS3
- Note 5:** When operating from saltwater rinse aircraft frequently with fresh water paying particular attention to areas where the saltwater may accumulate such as inside the fuselage at the rear of the aircraft.

Note: A clear box indicates the item is to be inspected / checked.
 These pages may be printed and used as Inspection/Maintenance Checklists.

AEROCET 3400/3500/3500L FLOATS

		INTERVAL (flight hours or calendar)				
		2 5	5 0	1 0 0	2 0 0	One Year
ITEM	DESCRIPTION					
Nose Landing Gear (Amphibious Floats)						
1	Inspect Nose Gear Tracks. (See Note 1 for cleaning and re-lubricate requirements)					
2	Inspect Nose Gear Bottom Block. (See Note 2 for lubrication requirements)					
3	Inspect Nose Wheel Bearings, re-lubricate bearings and seals prior to assembly with wheel bearing grease Mil-G-25760					
4	Spray lubricant, LPS-2 on Nose Wheel Seals where they contact the tensioner bushings.					
5	Inspect Nose Wheel Fiberglass Spring for cracks, delamination, and paint.					
6	Inspect Nose Gear Aluminum parts for corrosion, and damage.					
7	Apply internally corrosion spray to Nose Gear Box inside front float compartment. (See Note 3 for requirements)					
8	Inspect bolts and hardware for corrosion; apply corrosion protection per Note 4 .					
9	Inspect Nose Gear Lock and Slide Bushings for wear, apply a light amount of general purpose grease (Mil-G-7711) to slide pins through holes in lock.					
10	Inspect Seal around the Nose Gear Box for gaps and reseal between box and float front.					
11	Inspect Check centering device, assure side to side travel at the axle and vertical travel is within limits.					
12	Perform Retraction Test. Inspect travel and extra side play in deployed position, also perform emergency gear extension. Ref: Chapter 32					

		INTERVAL (flight hours or calendar)				
		2 5	5 0	1 0 0	2 0 0	One Year
ITEM	DESCRIPTION					
Main Landing Gear (Amphibious Floats)						
1	Inspect Main Gear Aluminum parts for corrosion and damage.					
2	Inspect Main Wheel Bearings, re-lubricate bearings and seals prior re-assembly with wheel bearing grease Mil-G-25760					
3	Apply lubricant, LPS-2 on Main Wheel Seals where they contact the tensioner bushings.					
4	Inspect Brake Assemblies for wear, leakage, and corrosion.					
5	Check cleanliness on Main Landing Gear. Keep debris from building up, especially on the drag brace stop to assure overcenter operation & rock deflector.					
6	Inspect Axle seals and O-rings on tensioner bushings.					
7	Inspect bolts and hardware for corrosion; apply corrosion protection. (See Note 4 for requirements)					
8	Inspect Main Gear actuator attachment for signs of water leakage through bolts that fasten brackets on seals.					
9	Inspect I-Glide Bushings for wear, cracks, obliqueness etc.					
10	Inspect Extension Springs for placement & brakes.					
11	Inspect Composite Gear Box for cracks and damage.					
12	Inspect Oleo Strut for leakage, damaged and pressure.					
13	Perform Retraction Test. Inspect travel. Ref: Chapter 32					
14	Perform emergency gear extension and retraction test. Ref: Chapter 32					

		INTERVAL (flight hours or calendar)				
		2 5	5 0	1 0 0	2 0 0	One Year
ITEM	DESCRIPTION					
Retraction System (Fluid) (Amphibious Floats)						
1	Check Hydraulic Fluid Level using sight glass. Fill to within 1" of top of sight glass with gear down.					
2	Clean and inspect Hydraulic Fluid Screen. Inspect Hydraulic Fluid for moisture and contaminants, change if necessary.					
3	Inspect Hydraulic Lines and fittings for leaks, dents, corrosion, and contact with airframe, cables and struts.					
4	Inspect Hydraulic Actuators for leakage, (fittings, seals), rod straightness and corrosion.					
Retraction System (Electric) (Amphibious Floats)						
1	Pump and indicator Light Wiring - Inspect for chafing, broken or loose terminals and general condition.					
2	Solenoids - Inspect wiring, mounting and general condition.					
3	Pressure Switches - Inspect wiring, mounting and general condition.					
4	Pump Motor - Inspect wiring, mounting and general condition.					
5	Inspect gear control unit mounted on instrument panel for condition and security.					
6	Inspect wiring, mounting, and general condition of Position Sensors in floats.					
Water Rudder System						
1	Inspect Water Rudder and Tiller Posts for damage and freedom of movement. (Check right after take-off or landing with the rudders down)					
2	Inspect cables for fraying, especially around the stern pulley. Inspect cable guards and cotter pins.					
3	Inspect internal Cable Tubing for signs of leakage and wear around the exit for the rudder retract cable.					
4	Inspect zinc plates on rudders for condition and security.					

		INTERVAL (flight hours or calendar)				
		2 5	5 0	1 0 0	2 0 0	One Year
ITEM	DESCRIPTION					
Hulls & Struts						
1	Inspect Float Exterior for damage, surface coat (gel coat – UV protection), keel wear strips, and chine wear strips.					
2	Inspect Float Interior for evidence of damage from the interior vantage point.					
3	Inspect Access Panels and Pump Out System for cracks in pump out tubes, tube routing and seals.					
4	Spray coat protection according to Note 3 on Deck Blocks, Deck Plates. Spray coat protection according to Note 4 on hardware. For saltwater use, protect more frequently.					
5	Inspect Struts for damage, and corrosion.					
6	Inspect Baggage Compartment for internal damage, including seals, and latches.					
Placards						
1	Inspect all cabin Placards for placement and legibility. Ref: FMS M400-S01 & M400-S10 for 2C1 & 2C2, FMS S01 & S02 for 2C3 & 2C4					

		INTERVAL (flight hours or calendar)				
		2	5	1	2	One
		5	0	0	0	Year
ITEM	DESCRIPTION			0	0	
Finlets, Ventral Fin, and Aft Fuselage						
1	Inspect finlets (2C1 & 2C2) or endplates (2C3 & 2C4) for condition and security of attachment.					
2	Remove finlets (2C1 & 2C2) and inspect attachment fittings for cracks and corrosion.					
3	Inspect ventral fin for condition and security of attachment.					
4	Remove ventral fin and inspect attachment fittings for cracks and corrosion.					
5	Remove access panels under the stabilizer and tail cone. This area of the aircraft is subject to water spray during float operations. Inspect controls, fittings, pulleys, cables, structure etc. for corrosion.					
6	Inhibit the interior of the aft fuselage (and controls located therein) annually with a migrating corrosion inhibitor such as ACF-50, Boeshield T9, or Corrosion X.					

As general inspection guidelines, each of the following areas should be inspected for their own unique attributes:

Movable Parts

For lubrication, servicing, security of attachment, binding, excessive wear, safetying, proper operation, proper adjustment, correct travel, cracked fittings, security of hinges, defective bearings, cleanliness, corrosion, deformation, sealing, and tension.

Fluid Lines and Hoses

For leaks, cracks, dents, kinks, chafing, security, corrosion, and deterioration.

Metal Parts

For security of attachment, cracks, metal distortion, broken welds, corrosion, condition of paint, and any other apparent damage.

Wiring

For security, chafing, burning, defective insulation, loose or broken terminals, corroded terminals.

Bolts in Critical Areas

For corrosion, correct torque when installed, or when visual inspection indicates a need for a torque check.

05-20-70 Aircraft Equipped with Wipaire 3450 Amphibious and Seaplane Floats Inspection Requirements

Below is a list of recommended lubricants and “protection” products when servicing float hull and amphibious components. These products were used by Wipaire during assembly of the floats.

There may be equivalent products just as satisfactory for protection. However, it is recommended if trying different products, to inspect them frequently so as to determine their effectiveness.

Protection of nuts, bolts, hydraulic lines or metal surfaces:

Zip D-5029NS Corrosion Inhibiting Compound, Zip Chemical Company
CRC-SP400 Soft Seal, CRC Industries

General Lubricants:

LPS 1, LPS 2, LPS 3, LPS Industries

Wheel Bearings, Main Gear Retract Mechanism, Nose Gear Pivot and Rod Ends:

HCF Grease, P/N 605, HCF Industries

Rust Protection:

Boeshield T9
ACF-50
Corrosion X

Float Sealant:

890 B2 or B4, Pro Seal Company
1422 B2, B4 or B6, Pro Seal Company
RTV Silicones, General Electric
SIKAFLEX 201 or 252, Sika Manufacturing

Teflon Spray:

6P-730A, Comet Industries

Hydraulic Fluid:

MIL-H-5606

Note: A clear box indicates the item is to be inspected / checked.
 These pages may be printed and used as Inspection/Maintenance Checklists.

WIPAIRE 3450 FLOATS

		INTERVAL (flight hours or calendar)				
		2	5	1	2	One
		5	0	0	0	Year
ITEM	DESCRIPTION			0	0	
Placards						
1	Inspect all cabin Placards for placement and legibility. Ref FMS M400-S08 & M400-S09 for 2C1 & 2C2					
Hulls & Struts						
1	Float exterior - Inspect for damage, wrinkled metal, corrosion, paint loss, etc.					
2	Struts & attach fittings					
3	Spreader bars					
4	Float Structure (interior)					
Water Rudder System						
1	Inspect condition and security of zinc plates on water rudders.					
2	Water Rudder Hinges - Inspect freedom of rotation.					
3	Water Rudder Steering and Retract Systems - Inspect the following: cables for broken wire; cable fittings for cable slippage, cracks and distortion; cable pulleys for freedom of rotation; and cable guard pins for presence; rigging.					
4	Water Rudder Blades and Posts - Inspect for damage, security of attachment, corrosion, paint, rigging.					
Electrical System (Amphibious Floats)						
1	Pump and indicator Light Wiring - Inspect for chafing, broken or loose terminals and general condition.					
2	Solenoids - Inspect wiring, mounting and general condition.					
3	Pressure Switches - Inspect wiring, mounting and general condition.					
4	Pump Motors - Inspect wiring, mounting and general condition.					
5	Inspect gear control unit mounted on instrument panel for condition and security.					

		INTERVAL (flight hours or calendar)				
		2 5	5 0	1 0 0	2 0 0	One Year
ITEM	DESCRIPTION					
Landing Gear Systems (Amphibious Floats)						
1	Main and Nose Gear Tracks – Lubricate Ref: 05-20 page 25					
2	Nose Gear Pivot Blocks and Forks - Inspect for condition, lubrication, corrosion and paint. Ref: 05-20 page 25					
3	Nose and Main Wheel Bearing - Grease “Zerk” fittings. Ref: 05-20 page 25					
4	Hydraulic Fluid Level Ref: 05-20 page 25					
5	Wheels and Tires - Inspect for wear, pressure, condition.					
6	Brake Assemblies - Inspect for wear, corrosion, leakage.					
7	Hydraulic Fluid Screen - Clean and inspect. Note: If floats sit for extended periods of time (i.e. if removed during winter months), screen should be cleaned before putting floats back into service. Hydraulic fluid in reservoir should be checked for moisture or other contaminants and changed if necessary.					
8	Main and Nose Gear Actuator, Assemblies - Inspect for condition, lubrication, leakage, corrosion and cleanliness. Ref: 05-20 page 25					
9	Nose Gear Springs - Scotchply springs, inspect for cracks, delamination and paint.					
10	Main Gear Drag Link - Inspect for condition, lubrication, corrosion, check attach bolts for wear. Ref: 05-20 page 25					
11	Hydraulic Lines and Fittings - Inspect for leaks, condition and security.					
12	Hydraulic Manifolds (if equipped) - Inspect for condition, security and leaks.					
13	Brake System Plumbing - inspect for leaks, condition and security.					
14	Nose and Main Wheel Bearings - Disassemble and inspect. Ref: 05-20 page 25					

		INTERVAL (flight hours or calendar)				
		2 5	5 0	1 0 0	2 0 0	One Year
ITEM	DESCRIPTION					
Finlets, Ventral Fin and Aft Fuselage						
1	Inspect finlets (2C1 & 2C2) or endplates (2C3 & 2C4) for condition and security of attachment.					
2	Remove finlets (2C1 & 2C2) and inspect attachment fittings for cracks and corrosion.					
3	Inspect ventral fin for condition and security of attachment.					
4	Remove ventral fin and inspect attachment fittings for cracks and corrosion.					
5	Remove access panels under the stabilizer and tail cone. This area of the aircraft is subject to water spray during float operations. Inspect controls, fittings, pulleys, cables, structure etc. for corrosion.					
6	Inhibit the interior of the aft fuselage (and controls located therein) annually with a migrating corrosion inhibitor such as ACF-50, Boeshield T9, or Corrosion X.					
Retraction Test (Amphibious Floats)						
1	Main Gear - Inspect up and down for proper engagement.					
2	Nose Gear Trolley - Inspect for proper travel					
3	Nose Gear - Inspect for excessive side play in the down position.					
4	Perform emergency gear extension (hand pump) Ref: Chapter 32					

As general inspection guidelines, each of the following areas should be inspected for their own unique attributes:

Movable Parts

For lubrication, servicing, security of attachment, binding, excessive wear, safetying, proper operation, proper adjustment, correct travel, cracked fittings, security of hinges, defective bearings, cleanliness, corrosion, deformation, sealing, and tension.

Fluid Lines and Hoses

For leaks, cracks, dents, kinks, chafing, security, corrosion, and deterioration.

Metal Parts

For security of attachment, cracks, metal distortion, broken welds, corrosion, condition of paint, and any other apparent damage.

Wiring

For security, chafing, burning, defective insulation, loose or broken terminals, corroded terminals.

Bolts in Critical Areas

For corrosion, correct torque when installed, or when visual inspection indicates a need for a torque check.

Some additional general maintenance areas are as follows:

Nose and Main Gear Tracks

Clean and then lubricate with a dry Teflon coating spray.

Joints

Spray all joints with light penetrating oil such as LPS 3 to ensure lubrication at all times.

Electrical Connections

Apply SP-400 SOFT SEAL or LPS 500 to all electrical connections to prevent corrosion.

Hydraulic Fluid

For use in all hydraulic systems, including brakes: MIL-H-5606.

05-20-75 Aircraft Equipped with Wipaire/Federal/Fluidyne C3200/C3600 Wheel Skis Inspection Requirements

Note: A clear box indicates the item is to be inspected / checked.
 These pages may be printed and used as Inspection/Maintenance Checklists.

WIPAIRE WHEEL SKIS

		INTERVAL (flight hours or calendar)				O Y
		5	1	2	4	N E
		0	0	0	0	E A
ITEM	DESCRIPTION		0	0	0	R
1	Inspect all shock assembly attachments at fuselage and skis for condition and security.					
2	All shock assemblies for general condition.					
3	All limit cable assembly attachments at fuselage and skis for condition and security.					
4	All limit cable assemblies for general condition.					
5	All turn barrel safety devices.					
6	Fluid level in hydraulic reservoir.					
7	Pump assembly for leaks.					
8	Hydraulic lines and fittings for leaks and security.					
9	Hydraulic lines and fittings under floor and on leg fairings.					
10	Remove access panel on ski tunnel and inspect items 11 through 14.					
11	Actuator fittings and attachments.					
12	Interior hydraulic lines for security, condition and chafing.					
13	Interior structure for cracks, loose rivets, corrosion and general condition.					
14	Clean interior of ski tunnel, as required, and replace access panel.					
15	Visual of metal structure, upper surface of tunnel and deck for cracks.					
16	Visual of nylon lower surface for obvious damage and security of attachment.					
17	Condition of all shock and cable attachment hardware for condition and corrosion.					

FBA-2C1, FBA-2C2, FBA-2C3
FBA-2C4, FBA-2C3T, FBA-2C4T

Found Aircraft Canada
Maintenance Program FAC2-M200

05-20-80 Reserved For Airglas Wheel Skis Inspection Requirements

05-20-85 Aircraft Equipped with Air Conditioning System Inspection Requirements

Note: A clear box indicates the item is to be inspected / checked.
 These pages may be printed and used as Inspection/Maintenance Checklists.

AIR CONDITIONING SYSTEM

INTERVAL (flight hours or calendar)		5	1	2	4	O Y
		0	0	0	0	N E
ITEM	DESCRIPTION		0	0	0	R
1	Condenser installation inspected for airflow restrictions including bent or obstructed fins. Security and attachment of components (condenser, fan, etc). Structural brackets and doublers should be visually inspected for cracks.					
2	Evaporator installation inspected for airflow restrictions including bent or obstructed fins. Security and attachment of components (evaporator, fan, etc.). Structural brackets and doublers should be visually inspected for cracks.					
3	Plumbing Installation Inspection All plumbing should be visually inspected for the following: a) Condition, security and attachment b) Kinks and bends smaller than 4" radius in flexible hoses c) Rubbing or chaffing d) Evidence of leaks					
4	Compressor installation for security and attachment paying particular attention to the shock mounts and structural brackets.					
5	Water contamination in the sight glass					
6	Electrical Installation: Security and attachment of compressor controller, temperature sensor, climate controller. Loose or chaffing wires					
7	Evaporator drain for clogs, chaffing and attachment					

05-20-90 Aircraft Equipped with Optional Avionics Inspection Requirements

Note: A clear box indicates the item is to be inspected / checked.
 These pages may be printed and used as Inspection/Maintenance Checklists.

OPTIONAL AVIONICS

INTERVAL (flight hours or calendar)		5	1	2	4	O Y
		0	0	0	0	N E
			0	0	0	E A
						R
Garmin GTN 6XX/7XX Navigators & GMA 35 Remote Audio Panel						
ITEM	DESCRIPTION					
1	Inspect the GTN unit(s) and GMA 35 for security of attachment, including visual inspection of mounting racks and other supporting structure attaching the racks to aircraft instrument panel.					
2	Inspect for signs of corrosion.					
3	Inspect all knobs and buttons on GTN units for legibility.					
4	Inspect condition of wiring, shield terminations, routing, and attachment/clamping.					
5	Check the fan intake slots on the sides and bottom of the GTN unit's bezel for dust, dirt, or obstructions. Clean as needed.					
6	Inspect antennas for security of attachment, cracks on antennas, and cracks on mounting structure. Verify all sealing fillets around antennas are in good condition. Check for corrosion on connectors.					
Per Garmin ICA 190-01007-A1 and Installation Manual 190-01007-A3: a) After a suspected or actual lightning strike conduct inspection. b) Every 2000 flight hours or ten (10) years, whichever is first perform an electrical bonding check. c) Maintenance of the line replaceable units are "On Condition". The GTN and GMA 35 are designed to detect internal failures. A thorough self-test is executed automatically upon application of power to the units, and built-in tests (BIT) are continuously executed. Detected errors are indicated as failure annunciations, system messages, or a combination of the two.						

OPTIONAL AVIONICS Continued

INTERVAL (flight hours or calendar)		5	1	2	4	O	Y
		0	0	0	0	N	E
			0	0	0	E	A
						R	
Garmin GTX 33 Remote Transponder							
ITEM	DESCRIPTION						
1	Inspect the unit for security of attachment, including visual inspection of mounting rack and other supporting structure attaching the rack to aircraft structure.						
2	Inspect for signs of corrosion.						
3	Inspect condition of wiring, shield terminations, routing, and attachment/clamping.						
4	Inspect antenna for security of attachment, cracks on antennas, and cracks on mounting structure. Verify all sealing fillets around antenna are in good condition. Check for corrosion on antenna connector.						
5	Inspect headphone jacks for security of attachment.						
Garmin GDL 69/69A XM Satellite Radio							
ITEM	DESCRIPTION						
1	Inspect the unit for security of attachment, including visual inspection of mounting rack and other supporting structure attaching the rack to aircraft structure.						
2	Inspect for signs of corrosion.						
3	Inspect condition of wiring, shield terminations, routing, and attachment/clamping.						
5	Inspect antenna for security of attachment, cracks on antennas, and cracks on mounting structure. Verify all sealing fillets around antenna are in good condition. Check for corrosion on antenna connector.						
6	For GDL 69A installations which use audio suppression inputs, verify each audio suppression input for proper operation by the following step. Verify the GDL 69A audio to the crew headphones is muted when each warning alarm is activated. The stall warning may be activated by raising the stall vane on the leading edge of the wing.						

05-20-90 Aircraft Equipped with Optional Avionics Inspection Requirements

OPTIONAL AVIONICS Continued

INTERVAL (flight hours or calendar)		5	1	2	4	O Y
		0	0	0	0	N E
			0	0	0	E A
						R
Garmin GTS 8XX Traffic System						
ITEM	DESCRIPTION					
1	Inspect the unit for security of attachment, including visual inspection of mounting rack and other supporting structure attaching the rack to the aircraft structure.					
2	Inspect for signs of corrosion.					
3	Inspect condition of wiring, shield terminations, routing, and attachment/clamping.					
4	Inspect antennas for security of attachment, cracks on antennas, and cracks on mounting structure. Verify all sealing fillets around antennas are in good condition. Check for corrosion on connectors.					
Per Garmin ICA 190-00993-01 and Installation Manual 190-00933-03: a) After a suspected or actual lightning strike conduct inspection of antennas and surrounding structure. b) Every 2000 flight hours or ten (10) years, whichever is first perform an electrical bonding test on the antennas. c) Maintenance of the line replaceable units (LRUs) are "On Condition". All GTS 8XX Traffic System LRUs are designed to detect internal failures. A thorough self-test is executed automatically upon application of power to the units, and built-in tests are continuously executed. Detected errors are indicated on the cockpit MFD used to display traffic information from the GTS 8XX. Detected errors are displayed as failure annunciations.						

OPTIONAL AVIONICS Continued

INTERVAL (flight hours or calendar)		5	1	2	4	O	Y
		0	0	0	0	E	N
			0	0	0	A	R
Garmin GTX 327 and GTX 330 Transponders							
ITEM	DESCRIPTION						
1	Inspect the unit for security of attachment, including visual inspection of mounting rack and other supporting structure attaching the rack to aircraft instrument panel.						
2	Inspect for signs of corrosion.						
3	Inspect all knobs and buttons on for legibility.						
4	Inspect condition of wiring, shield terminations, routing, and attachment/clamping.						
5	Inspect antenna for security of attachment, cracks on antenna, and cracks on mounting structure. Verify all sealing fillets around antenna are in good condition. Check for corrosion on connector.						
Garmin GMA 340 and GMA 350 Audio Panels							
ITEM	DESCRIPTION						
1	Inspect the unit for security of attachment, including visual inspection of mounting rack and other supporting structure attaching the rack to aircraft instrument panel.						
2	Inspect for signs of corrosion.						
3	Inspect all knobs and buttons on for legibility.						
4	Inspect condition of wiring, shield terminations, routing, and attachment/clamping.						
5	Inspect headphone jacks for security of attachment.						

05-25 Progressive 100, 200 and 400 Hour Inspection

The progressive inspection is broken into four (4) parts. All four parts must be completed within 100 flying hours with a time interval of 25 flying hours between each part. To ensure compliance, 200 and 400 hour inspection items must be completed and are listed in the Section titled Special Inspections. Annual Inspections are still required.

05-25-10 Part 1: Powerplant (Engine and Propeller)

Engine Inspection Requirements

The engine manufacturer’s inspection requirements must also be complied with.

These pages may be printed and used as Inspection/Maintenance Checklists.

ITEM	DESCRIPTION	Part 1
1	Engine cowling and baffles for cracks, delaminations, heat damage, fluid saturation condition & security.	
2	Examine spark plug leads of cable and ceramics for corrosion and deposits. Clean and dry before reassembly.	
3	Engine intake seals for leaks, clamps for tightness.	
4	Engine mounts for cracks and distortion.	
5	Engine mount dynafocal rubbers for swelling and flex cracks.	
6	Induction air system for condition, security and cleanliness.	
7	Remove induction air filter & inspect alternate air door for correct operation. Inspect air filter for condition and replace as required. Air filter on 2C3 & 2C4 may be cleaned see section 71-65-15 for details.	
8	Visual inspection of auxiliary fuel pump (on firewall on 2C1 & 2C2, in fuel tub on 2C3 & 2C4), hoses & electrical connections.	
9	Visual inspection of engine driven fuel pump and lines.	
10	Pressurize fuel system with electrical pump and inspect for leaks.	
11	Flexible fuel lines for routing & chafing.	
12	Visual inspection of fuel injection servo control unit, fuel manifold valve, fuel lines.	
13	Fuel strainer screen, drain valve and bowl for contamination, condition and security (on firewall on 2C1 & 2C2, in fuel tub on 2C3 & 2C4).	
14	Mixture, throttle, and pitch control systems for security of attachments, freedom and full range of travel. Lubricate as required, Ref: Chapter 12	

ITEM	DESCRIPTION	Part 1
15	Oil cooler plenum for obstructions and cleanliness.	
16	All oil lines for leaks, security, rubbing and fire protection.	
17	Drain oil from engine crankcase, inspect for contamination, reinstall oil drain plug.	
18	Remove external oil filter, inspect interior filter element for signs of contamination.	
19	Install new external oil filter, replenish with correct oil type (Ref: Textron Serv. Instr. 1014).	
20	Check rocker box covers for oil leaks, replace if necessary.	
21	All electrical wiring & connectors for routing, chafing, condition and security.	
22	Accomplish inspection of valve rocker mechanism as outlined in Lycoming Operators manual. Replace rocker cover gaskets.	
23	Crank case, oil pan, accessory section housing and front crankshaft seals for oil leakage.	
24	All breather/vent lines for condition and obstructions.	
25	Visual inspection of cabin heat boxes, ducts, doors and controls.	
26	Visual inspection of starter, solenoid and electrical connections	
27	Visual inspection of vacuum pump, relief valve, filters & lines.	
28	Fluid level in brake reservoir. Ref: Chapter 32 and 12.	
29	Remove spark plugs and clean, check gaps Reinstall rotating bottom plugs to the upper position.	
30	Battery & cables for corrosion & security. Cells for fluid level and specific gravity. Ground straps for condition & security.	
31	Firewall and firewall penetrations/seals for cracks, condition, and security.	
32	Visual inspection of alternator, drive belt, pulley, attachments & electrical connections.	
33	Magneto to engine timing. Slick magneto timing procedures. Ref: Lycoming Operators Manual	
34	Engine mounted accessories, pumps, temperature and pressure sensing units for security and connections.	
35	Cylinders for cracked or broken cooling fins.	

ITEM	DESCRIPTION	Part 1
36	Fuel injector nozzles for looseness. Torque in accordance with Lycoming Operators Manual.	
37	Throttle body attaching screws for tightness, torque in accordance with Lycoming Operators Manual.	
38	Carry out differential Compression Test Record Compression below : 1 2 3 4 5 6	
39	Exhaust stack gaskets and attachments for condition & security, replace as required.	
40	Exhaust System Visually inspect/check, in detail, the following components of the exhaust system: (1) Muffler and heat exchanger for general condition and leaks. Note it is important to remove heat exchanger for a thorough inspection (2) Leaking exhaust stack gaskets (blown gaskets). (3) Loose or broken clamp connections, attachments, and stacks. (4) Cracked, dented or broken stacks (5) Leaking around slip joints (6) Cracks adjacent to welded areas and stack bends. (7) Thinning of joint areas due to vibrational wear. (8) Metal pitting due to internal erosion by combustion products. (9) Check tailpipes for erosion, thinning, bulging, or burn-through Signs of exhaust system leakage on external surfaces include a flat grey, grey-white, or light grey powder or a sooty appearance	
41	Cowl flap system for condition, operation and security. Ref: Chapter 71	
42	Lubricate all points as required. Ref: Chapter 12.	

Propeller Inspection Requirements

The propeller manufacturer's inspection requirements must also be complied with.

ITEM	DESCRIPTION	Part 1
1	Inspect spinner & bulkhead for damage. Check all visible propeller parts for cracks, wear or unsafe conditions.	
2	Inspect blades for damage and cracks. Refer to Hartzell Owner's Manual. Cracked blades to be sent to an approved shop for inspection. No further flights allowed.	

ITEM	DESCRIPTION	Part 1
3	Inspect hub for cracks, wear, grease and oil leaks. Inspect propeller nuts for security and safety. Refer to Hartzell Owner's Manual. Cracked hubs to be sent to an approved shop for inspection. No further flights allowed.	
4	Inspect governor attachment and controls.	
5	Check blade track. Refer to Hartzell Owner's Manual.	
6	Check blades for movement or looseness in hub. Refer to Hartzell Owner's Manual.	
7	Inspect blades for general condition and paint erosion. Refer to Hartzell Owner's Manual.	
8	Lubricate prop. Refer to Hartzell Owner's Manual.	

Float Inspection Items (Float Equipped Aircraft Only)

ITEM	DESCRIPTION	Part 1
1	Spray lubricant, LPS-2 on Nose Wheel Seals where they contact the tensioner bushings. (Amphibious floats only)	
2	Apply lubricant, LPS-2 on Main Wheel Seals where they contact the tensioner bushings. (Amphibious floats only)	
3	Inspect Water Rudder and Tiller Posts for damage and freedom of movement. (Check right after take-off or landing with the rudders down)	
4	Inspect Float Exterior for damage, surface coat (gel coat – UV protection), keel wear strips, and chine wear strips.	

Wing Inspection Items:

ITEM	DESCRIPTION	Part 1
1	Flap actuator position (micro) switches for condition and security.	
2	Flap torque tube bearings for excessive play and/or wear on port side at I/B of Rib #2. Ref: Chapter 27. (Fowler Flap Only)	
3	Flap torque tube bearings for excessive play and/or wear on port and starboard side at O/B of Rib #5. Ref: Chapter 27. (Fowler Flap Only)	
4	Flap upper two track attachments and surrounding structure. Ref: Chapter 27. (Fowler Flap Only)	
5	Flap actuator/motor attachment to aft face of main spar. Ref: Chapter 27. (Fowler Flap Only).	

ITEM	DESCRIPTION	Part 1
6	Flap actuator attachment to torque tube control horns. Ref: Chapter 27. (Fowler Flap Only).	
7	Flap rigging check. (Fowler Flap Only). Ref : Chapter 27	
8	Fuel lines, connectors and fittings for evidence of fuel leaks.	
9	Under wing ventilation inlet screen for condition and security.	

05-25-20 Part 2: Fuselage, Empennage, and Seats

Fuselage and Empennage Inspection Requirements

These pages may be printed and used as Inspection/Maintenance Checklists.

ITEM	DESCRIPTION	Part 2
1	Instrument panel for correct placards, ground straps and instrument security. Ref: POH.	
2	Instrument air inlet and relief filters for condition and replacement times. Ref: Chapter 34.	
3	Control column for freedom and correctness of movement.	
4	Control wheels for condition and security (including PTT switches).	
5	Control column bearings, chains, sprockets, cables, pulleys, bellcranks, turnbuckles and fairleads, function check & safeties. Ref: Chapter 27.	
6	Aileron, elevator & rudder control systems functional check and safeties. Move cables through full range of travel and inspect for wear, pay particular attention to the areas of pulleys, fairleads and elevator rocker.	
7	Elevator Trim Control System from trim wheel (including indicator) to elevator. Operational check and safeties. Ref: Chapter 27	
8	Horizontal Stabilizer balance spring for condition and security (2C3 & 2C4)	
11	Horizontal stabilizer center spar, aft face, upper angle for evidence of cracks.	
12	Horizontal stabilizer attachment brackets on the aft fuselage for evidence of cracks particularly in the radius area. Use lights and mirrors as required to ensure a clear view of the area.	
13	Visual inspection of internal rear fuselage for security of attachments, safeties, and general condition.	
14	Static ports and lines for condition and security.	
15	Visual inspection of elevator cable bellcrank, pulleys, cable attachment bolts and safeties.	
16	Elevator push rod, rod ends, attachments and safeties.	
17	Elevator torque tube assembly & attachment, bolts, bearings, travel stops and safeties.	
18	Elevator to horizontal stabilizer hinge attachments, bearings, travel stops and safeties.	
19	Elevator down spring for general condition and security (2C3 & 2C4).	
20	Rudder to vertical stabilizer hinge attachments, bearings, bolts and safeties.	

ITEM	DESCRIPTION	Part 2
21	Rudder steering bellcrank, attachments, bearings, bolts, travel stops, cable ends and safeties.	
22	Elevator and Rudder mass balance weights.	
23	Visual inspection of all heat control boxes/valves, hoses, doors and controls for correct operations.	
24	Rudder trim system for general condition and security. (2C3 and 2C4)	
25	Function check rudder trim system for correct operation and travel. Ref: Chapter 27	
26	NACA inlets and controls for condition, security operation. Ref: Chapter 21	
27	Eyeball-type vents for condition, security and operation.	
28	Fuel selector for placarding and ease of operation.	
29	In co-pilot foot well on the 2C1 & 2C2 check fuel collector tanks, fuel lines and connections for routing and evidence of leaks.	
30	In fuel tub on 2C3 & 2C4 check fuel collector tanks, aux pump, selector valve and fuel strainer (gascolator) for leaks, operation and cleanliness.	
31	Inspect fuel lines that run from the wing tanks to the collector tanks.	
32	On 2C3 & 2C4 inspect fuel line that runs from the fuel tub to the firewall bulkhead fitting.	
33	Visual inspection below floor area paying particular attention to the many welded joints on the fuselage frame. Inspect wires, antennae leads, hoses, cables, pulleys and lines. Apply a migrating corrosion inhibitor such as ACF-50, Boeshield T9, or Corrosion X to all welded joints.	
34	Flap control system bearings for freedom of movement. (Plain Flap Only)	
35	Flap handle, torque tube & bellcrank for freedom of movement, placards and safeties. (Plain Flap Only)	
36	Windscreen & windows for cracks or other defects.	
37	Condition and security of magnetic compass.	
38	Cabin upholstery and trim for general condition.	
39	Door hinges and latches for condition, security, and operation.	
40	All instruments for condition and security of all wires, lines and hoses.	

ITEM	DESCRIPTION	Part 2
41	Door seals and window seals for condition and security.	
42	On front doors remove interior access panel and inspect latch mechanism for condition and security. Lubricate as required. Ref: Chapter 12	
43	On rear doors remove interior access panels and inspect latch mechanism for condition and security. Lubricate as required. Ref: Chapter 12	
44	Condition of all exterior skins for distortion, dents, cracks, loose or missing fasteners. In addition for composite skins inspect for delaminations and fluid saturation paying particular attention to areas around fasteners.	
45	Check dorsal fin for distortion, cracks, loose or missing fasteners. In addition for composite dorsal fin inspect for delaminations and fluid saturation paying particular attention to areas around fasteners.	
46	Check the bolts that secure the aluminum aft fuselage to the steel tube forward fuselage. Moved to 1200 hr inspection.	
47	Lubricate all points as required. Ref: Chapter 12.	

S-Tec 55X Autopilot System (if installed)

48	Flight Computer - Inspect unit for security of attachment. - Inspect all knobs and buttons for legibility. - Visually inspect unit's wiring for chafing, etc	
	Altitude Transducer - Inspect unit for security of attachment. - Inspect wiring and pressure line for chafing, etc	
	Control Wheel Switches - Inspect switches for security of attachment. - Inspect knobs and buttons for legibility.	
	Pitch & Roll Servos - Inspect servos for security of attachment. - Check for frayed or misaligned bridle cables and excess wear on capstans.	

Autotrim System (if installed)

49	Pitch Trim Servo - Inspect servo for security of attachment. - Check for worn or misaligned chain and excess	
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S-Tec Yaw Damper (if installed)

50	Yaw Damper Computer - Inspect unit for security of attachment. - Visually inspect unit's wiring for chafing, etc	
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ITEM	DESCRIPTION	Part 2
50 (cont'd)	Instrument Panel Switches - Inspect switches for security of attachment. - Inspect knobs and buttons for legibility.	
	Yaw Servo - Inspect servo for security of attachment. - Check for frayed or misaligned bridle cables and excess wear on capstans	

Crew Seats Inspection Requirements

ITEM	DESCRIPTION	Part 2
1	Inspect seatbelt/shoulder harness for wear and damage, fittings for function and security. Inspect latch mechanism for correct locking operation.	
2	Inspect the locking mechanism for cracks, wear and corrosion. Check that the mechanism operates smoothly and the locking pins fully engage. Lubricate pins and lever shaft. Check the condition of the return spring. Ref: Chapter 12	
3	Inspect the seat rails for security, corrosion and distortion. Check stop bolts in the seat rails for security and function.	

Individual Rear Seats Inspection Requirements

ITEM	DESCRIPTION	Part 2
1	Inspect the individual components of the seat belts for deformation, cracks, fractures, malfunction of moving parts, and corrosion. Belts with these defects should be removed from service.	
2	If equipped with inertia reels, inspect the reels for wear, damage, function and security.	
3	Test the buckle mechanism. Hold the buckle in the vertical position with the inserted connector pointing downwards. The connector should fall clear of the buckle when the buckle cover is lifted approximately 45°. Open the cover fully against the buckle housing and release. The spring force must cause the cover the return automatically to the closed position.	
4	Inspect Seat tracks (“Brownline”) for wear, obstructions and corrosion. Clean as required.	
5	Inspect hinge brackets for corrosion, distortion and cracks. (Special attention to rivets supporting “Brownline” stud aluminum block)	
6	Inspect locking foot for cracks, distortion, wear, locking & freedom of rotation.	

Bush Seat Inspection Requirements

ITEM	DESCRIPTION	Part 2
1	Inspect seatbelt/shoulder harness for wear and damage, fittings for function and security. Inspect latch mechanism for correct locking operation.	

Float Inspection Items (Float Equipped Aircraft Only)

ITEM	DESCRIPTION	Part 2
1	Spray lubricant, LPS-2 on Nose Wheel Seals where they contact the tensioner bushings. (Amphibious floats only)	
2	Apply lubricant, LPS-2 on Main Wheel Seals where they contact the tensioner bushings. (Amphibious floats only)	
3	Inspect Water Rudder and Tiller Posts for damage and freedom of movement. (Check right after take-off or landing with the rudders down)	
4	Inspect Float Exterior for damage, surface coat (gel coat – UV protection), keel wear strips, and chine wear strips.	
5	Inspect Nose Gear Tracks. (See Note 1 for cleaning and re-lubricate requirements)	
6	Inspect Nose Gear Bottom Block. (See Note 2 for lubrication requirements)	
7	Inspect Brake Assemblies for wear, leakage, and corrosion.	
8	Check cleanliness on Main Landing Gear. Keep debris from building up, especially on the drag brace stop to assure overcenter operation & rock deflector.	
Retraction System (Fluid) (Amphibious Floats)		
9	Check Hydraulic Fluid Level using sight glass. Fill to within 1” of top of sight glass with gear down.	
Finlets, Ventral Fin, and Aft Fuselage		
10	Inspect finlets (2C1 & 2C2) or endplates (2C3 & 2C4) for condition and security of attachment.	
11	Inspect ventral fin for condition and security of attachment.	

05-25-30 Part 3: Wings and Fire Extinguisher

These pages may be printed and used as Inspection/Maintenance Checklists.

ITEM	DESCRIPTION	Part 3
1	Lower wing skins for dents, cracks, loose or missing fasteners.	
2	Upper wing skins for dents, cracks, loose or missing fasteners.	
3	Aileron operating system: Check for freedom of movement. Cables/pulleys for wear, routing, fraying, corrosion and turnbuckle safety.	
4	Aileron hinges for cracking and migration of pin. Ref: Chapter 27.	
5	Aileron mass balance weights for attachment.	
6	Aileron rigging check. Ref: Chapter 27.	
7	Flap hinges for cracking and migration of pin. Ref: Chapter 27. (Plain Flap Only)	
8	Flap for 'bottoming out'. Flap must be in full down position. Push up on trailing edge – flap must be free to move up and down approx 1/8". No play = flap is 'bottomed out', hence, mis-rigged. (Fowler Flap Only)	
9	Flap security of attachment of forward end of the pushrod, locking devices, and pushrod free rotation. Ref: Chapter 27. (Fowler Flap Only)	
10	Flap security of all hinge arms (4 locations each flap) Ref: Chapter 27. (Fowler Flap Only)	
11	Flap shroud skin drain holes for obstruction. Ref: Chapter 27. (Fowler Flap Only)	
12	Flap track attachments to wing structure and surrounding structure. (Fowler Flap Only)	
13	Flap excessive movement by moving trailing edge up & down. Check in any position except full up or full down position. (Fowler Flap Only):	
14	Flap actuator threads for wear and lubrication. Clean threads and lubricate as required. Ref: Chapter 12	
15	Flap actuator position (micro) switches for condition and security.	
16	Flap torque tube bearings for excessive play and/or wear on port side at I/B of Rib #2. Ref: Chapter 27. (Fowler Flap Only)	
17	Flap torque tube bearings for excessive play and/or wear on port and starboard side at O/B of Rib #5. Ref: Chapter 27. (Fowler Flap Only)	
18	Flap upper two track attachments and surrounding structure. Ref: Chapter 27. (Fowler Flap Only)	
19	Flap actuator/motor attachment to aft face of main spar. Ref: Chapter 27. (Fowler Flap Only).	

ITEM	DESCRIPTION	Part 3
20	Flap actuator attachment to torque tube control horns. Ref: Chapter 27. (Fowler Flap Only).	
21	Flap rigging check. Ref : Chapter 27 (Fowler Flap Only).	
22	Visual inspection of pitot-static tube and mast (2C1 & 2C2), L-type pitot tube (2C3 & 2C4). Perform operational check of pitot heat. Ref: Chapter 34	
23	Fuel tank exterior area for evidence of fuel leaks.	
24	Fuel filler caps - inspect for general wear and condition - inspect condition of sealing O-ring, replace if required - inspect seal surfaces to ensure they are smooth - inspect locking mechanism to ensure it is properly adjusted, - lubricate locking tumbler, spring and shaft with general purpose grease or equivalent - inspect placards Ref: Chapter 11.	
25	Fuel tank vents & lines for evidence of leakage and freedom of obstruction.	
26	Inspect wing tips for delamination, cracks, loose or missing fasteners.	
27	Wing leading edge ventilation inlet screen for condition and security.	
28	Under wing ventilation inlet screen for condition and security.	
29	Visual inspection of VGs (vortex generators) for quantity, condition and security.	
30	Lubricate all points as required. Ref: Chapter 12	

Fire Extinguisher Inspection Requirements

ITEM	DESCRIPTION	Part 3
RT A600 Halon Extinguisher		
1	Condition and security of safety seal.	
2	Inspect nozzle for obstructions.	
3	Condition of discharge lever.	
4	Inspect RT A600 fire extinguisher for general condition, corrosion, correct installation and security.	
5	Security and legibility of instruction decal.	

ITEM	DESCRIPTION	Part 3
6	Inspect mounting tube for condition and security.	
7	Weigh the unit and replace if less than 24.2 ounces (686 grams). Gross weight = 25.6 ounces (727 grams).	
Dry Chemical Extinguisher		
1	Check the indicator is in the “green”. If not in the “green”, replace fire extinguisher.	
2	Condition and security of safety seal.	
3	Inspect nozzle for obstructions.	
4	Condition of discharge lever.	
5	Condition of the cylinder.	
6	Security and legibility of instruction decal.	
7	Inspect mounting bracket for condition and security.	
8	Check date on extinguisher and replace based on manufacturer’s recommendations.	

Float Inspection Items (Float Equipped Aircraft Only)

ITEM	DESCRIPTION	Part 3
1	Spray lubricant, LPS-2 on Nose Wheel Seals where they contact the tensioner bushings. (Amphibious floats only)	
2	Apply lubricant, LPS-2 on Main Wheel Seals where they contact the tensioner bushings. (Amphibious floats only)	
3	Inspect Water Rudder and Tiller Posts for damage and freedom of movement. (Check right after take-off or landing with the rudders down)	
4	Inspect Float Exterior for damage, surface coat (gel coat – UV protection), keel wear strips, and chine wear strips.	

Engine Inspection Requirements

ITEM	DESCRIPTION	Part 3
1	Examine spark plug leads of cable and ceramics for corrosion and deposits. Clean and dry before reassembly.	
2	Visual inspection of vacuum pump, relief valve, filters & lines.	
3	Fluid level in brake reservoir. Ref: Chapter 32 and 12.	

ITEM	DESCRIPTION	Part 3
4	Pressurize fuel system with electrical pump and inspect for leaks.	
5	Flexible fuel lines for routing & chafing.	
6	Fuel strainer screen, drain valve and bowl for contamination, condition and security (on firewall on 2C1 & 2C2, in fuel tub on 2C3 & 2C4).	
7	Mixture, throttle, and pitch control systems for security of attachments, freedom and full range of travel. Lubricate as required, Ref: Chapter 12	
8	Oil cooler plenum for obstructions and cleanliness.	
9	All oil lines for leaks, security, rubbing and fire protection.	
10	Drain oil from engine crankcase, inspect for contamination, reinstall oil drain plug.	
11	Remove external oil filter, inspect interior filter element for signs of contamination.	
12	Install new external oil filter, replenish with correct oil type (Ref: Textron Serv. Instr. 1014).	
13	Check rocker box covers for oil leaks, replace if necessary.	
14	Fluid level in brake reservoir. Ref: Chapter 32 and 12.	
15	Exhaust stack gaskets and attachments for condition & security, replace as required.	
16	Visual inspection of alternator, drive belt, pulley, attachments & electrical connections.	

Propeller Inspection Requirements

ITEM	DESCRIPTION	Part 3
1	Inspect governor attachment and controls.	
2	Check blades for movement or looseness in hub. Refer to Hartzell Owner's Manual.	
3	Inspect blades for general condition and paint erosion. Refer to Hartzell Owner's Manual.	

05-25-40 Part 4: Landing Gear

These pages may be printed and used as Inspection/Maintenance Checklists.

ITEM	DESCRIPTION	Part 4
1	Inspect tires for general condition, inflation, slippage, and excessive wear.	
2	Wheels for cracks, general condition, security and corrosion.	
3	Remove wheels, remove bearings. Degrease and inspect bearings and axle for wear.	
4	Brake discs and pads for wear. Ref: Chapter 32.	
5	Brake calipers, lines & attachments for freedom of movement, damage and leakage.	
6	Re-grease bearings. Reinstall bearings and wheels. Ref: Chapter 12	
7	Brake master cylinders, lines, linkage, rod ends & bellcranks for leakage & freedom of movement.	
8	Check operation of parking brake. Ref: Chapter 32.	
9	Lubricate all points as required. Ref: Chapter 12	

2C3 Tricycle Gear		
10	Wheel pants and leg fairings for condition and security.	
11	Main gear legs and trunnions for condition, security and corrosion.	
12	Cross tube for general condition, security and corrosion.	
13	Nose gear fork for condition and security.	
14	Nose gear leg (strut) for condition and security.	
15	Nose gear A-arm and bearings for condition and security.	
16	Nose gear elastomer shock absorber pucks for alignment, cracking or splitting.	
17	Nose wheel shimmy system for correct operation. Ref: Chapter 32	

ITEM	DESCRIPTION	Part 4
2C1, 2C2, & 2C4 Tail Dragger Gear		
18	Main gear leg fairings for condition and security.	
19	Main gear legs and attachments for condition, security and corrosion.	
20	Drag links and attachments for general condition, security and corrosion.	
21	Elastomer shock absorber pucks for alignment, cracking or splitting.	
22	Elastomer puck pad bracket (saddle) for condition and security	
23	Main gear beam for condition and security.	
24	Tail wheel hub for condition and security.	
25	Visual inspection of tail wheel steering, cables & attachment to control arms.	
26	Tail wheel castor anti swivel & friction mechanism for correct operation. Ref: Chapter 32	
27	Tail wheel castor bearing for excessive wear.	
28	Tail wheel castor bearing to be cleaned and re-lubricated. Ref: Chapter 12	
29	Tail wheel boom (stinger) for condition and security	

Aircraft Equipped with Aerocet 3400 Amphibious Floats and 3500/3500L Seaplane Floats Inspection Requirements

- Note 1:** When operating in sandy environments wash out tracks daily to remove abrasive potential and lubricate with a dry Teflon coating spray (Amphibious Floats).
- Note 2:** **WARNING** (Amphibious Floats): When greasing Nose Block. – Introduction of grease through the grease fitting during normal operation should be minimal (**1/2 pump max of a hand grease gun per week**) always watching for hydraulic lock and any damage from grease gun pressure. Introduce grease very slowly.
- Note 3:** Use a Spray Coating with a migrating corrosion material (ACF-50, Boeshield T9, or Corrosion X).
- Note 4:** Coat hardware with Par-Al-Ketone or LPS3
- Note 5:** When operating from saltwater rinse aircraft frequently with fresh water paying particular attention to areas where the saltwater may accumulate such as inside the fuselage at the rear of the aircraft.

Aerocet 3400/3500/3500L Floats Inspection Requirements

ITEM	DESCRIPTION	Part 4
Nose Landing Gear (Amphibious Floats)		
1	Inspect Nose Gear Tracks. (See Note 1 for cleaning and re-lubricate requirements)	
2	Inspect Nose Gear Bottom Block. (See Note 2 for lubrication requirements)	
3	Inspect Nose Wheel Bearings, re-lubricate bearings and seals prior to assembly with wheel bearing grease Mil-G-25760	
4	Spray lubricant, LPS-2 on Nose Wheel Seals where they contact the tensioner bushings.	
5	Inspect Nose Wheel Fiberglass Spring for cracks, delamination, and paint.	
6	Inspect Nose Gear Aluminum parts for corrosion, and damage.	
7	Apply internally corrosion spray to Nose Gear Box inside front float compartment. (See Note 3 for requirements)	
8	Inspect bolts and hardware for corrosion. Apply corrosion protection per Note 4 .	
9	Inspect Nose Gear Lock and Slide Bushings for wear, apply a light amount of general purpose grease (Mil-G-7711) to slide pins through holes in lock.	
10	Inspect Seal around the Nose Gear Box for gaps and reseal between box and float front.	

ITEM	DESCRIPTION	Part 4
Main Landing Gear (Amphibious Floats)		
1	Inspect Main Gear Aluminum parts for corrosion and damage.	
2	Inspect Main Wheel Bearings, re-lubricate bearings and seals prior re-assembly with wheel bearing grease Mil-G-25760	
3	Apply lubricant, LPS-2 on Main Wheel Seals where they contact the tensioner bushings.	
4	Inspect Brake Assemblies for wear, leakage, and corrosion.	
5	Check cleanliness on Main Landing Gear. Keep debris from building up, especially on the drag brace stop to assure overcenter operation & rock deflector.	
6	Inspect Axle seals and O-rings on tensioner bushings.	
7	Inspect bolts and hardware for corrosion; apply corrosion protection. (See Note 4 for requirements)	
8	Inspect Main Gear actuator attachment for signs of water leakage through bolts that fasten brackets on seals.	
9	Inspect Extension Springs for placement & brakes.	
10	Inspect Composite Gear Box for cracks and damage.	
11	Inspect Oleo Strut for leakage, damaged and pressure.	

Retraction System – Fluid (Amphibious Floats)		
1	Check Hydraulic Fluid Level using sight glass. Fill to within 1” of top of sight glass with gear down.	
2	Inspect Hydraulic Actuators for leakage, (fittings, seals), rod straightness and corrosion.	

Retraction System – Electric (Amphibious Floats)		
1	Pump and indicator Light Wiring - Inspect for chafing, broken or loose terminals and general condition.	
2	Solenoids - Inspect wiring, mounting and general condition.	
3	Pressure Switches - Inspect wiring, mounting and general condition.	
4	Pump Motor - Inspect wiring, mounting and general condition.	
5	Inspect gear control unit mounted on instrument panel for condition and security.	
6	Inspect wiring, mounting, and general condition of Position Sensors in floats.	

ITEM	DESCRIPTION	Part 4
Water Rudder System		
1	Inspect Water Rudder and Tiller Posts for damage and freedom of movement. (Check right after take-off or landing with the rudders down)	
2	Inspect cables for fraying, especially around the stern pulley. Inspect cable guards and cotter pins.	
3	Inspect internal Cable Tubing for signs of leakage and wear around the exit for the rudder retract cable.	

Hulls & Struts		
1	Inspect Float Exterior for damage, surface coat (gel coat – UV protection), keel wear strips, and chine wear strips.	
2	Inspect Access Panels and Pump Out System for cracks in pump out tubes, tube routing and seals.	
3	Spray coat protection according to Note 3 on Deck Blocks, Deck Plates. Spray coat protection according to Note 4 on hardware. For saltwater use, protect more frequently.	

Placards		
1	Inspect all cabin Placards for placement and legibility. Ref: FMS M400-S01 & M400-S10 for 2C1 & 2C2, FMS S01 & S02 for 2C3 & 2C4	

Finlets, Ventral Fin, and Aft Fuselage		
1	Inspect finlets (2C1 & 2C2) or endplates (2C3 & 2C4) for condition and security of attachment.	
3	Inspect ventral fin for condition and security of attachment.	
5	Remove access panels under the stabilizer and tail cone. This area of the aircraft is subject to water spray during float operations. Inspect controls, fittings, pulleys, cables, structure etc. for corrosion.	
6	Inhibit the interior of the aft fuselage (and controls located therein) annually with a migrating corrosion inhibitor such as ACF-50, Boeshield T9, or Corrosion X.	

Wipaire 3450 Floats Inspection Requirements

ITEM	DESCRIPTION	Part 4
Placards		
1	Inspect all cabin Placards for placement and legibility. Ref FMS M400-S08 & M400-S09 for 2C1 & 2C2	

Hulls & Struts		
1	Float exterior - Inspect for damage, wrinkled metal, corrosion, paint loss, etc.	
2	Struts & attach fittings	
3	Spreader bars	

Water Rudder System		
1	Inspect condition and security of zinc plates on water rudders.	
2	Water Rudder Hinges - Inspect freedom of rotation.	
3	Water Rudder Steering and Retract Systems - Inspect the following: cables for broken wire; cable fittings for cable slippage, cracks and distortion; cable pulleys for freedom of rotation; and cable guard pins for presence; rigging.	
4	Water Rudder Blades and Posts - Inspect for damage, security of attachment, corrosion, paint, rigging.	

Electrical System (Amphibious Floats)		
1	Pump and indicator Light Wiring - Inspect for chafing, broken or loose terminals and general condition.	
2	Solenoids - Inspect wiring, mounting and general condition.	
3	Pressure Switches - Inspect wiring, mounting and general condition.	
4	Pump Motors - Inspect wiring, mounting and general condition.	
5	Inspect gear control unit mounted on instrument panel for condition and security.	

Landing Gear Systems (Amphibious Floats)		
1	Main and Nose Gear Tracks – Lubricate Ref: 05-20 page 25	
2	Nose Gear Pivot Blocks and Forks - Inspect for condition, lubrication, corrosion and paint. Ref: 05-20 page 25	

ITEM	DESCRIPTION	Part 4
3	Nose and Main Wheel Bearing - Grease "Zerk" fittings. Ref: 05-20 page 25	
4	Hydraulic Fluid Level Ref: 05-20 page 25	
5	Wheels and Tires - Inspect for wear, pressure, condition.	
6	Brake Assemblies - Inspect for wear, corrosion, leakage.	
7	Hydraulic Fluid Screen - Clean and inspect. Note: If floats sit for extended periods of time (i.e. if removed during winter months), screen should be cleaned before putting floats back into service. Hydraulic fluid in reservoir should be checked for moisture or other contaminants and changed if necessary.	
8	Main and Nose Gear Actuator, Assemblies - Inspect for condition, lubrication, leakage, corrosion and cleanliness. Ref: 05-20 page 25	
9	Nose Gear Springs - Scotchply springs, inspect for cracks, delamination and paint.	
10	Main Gear Drag Link - Inspect for condition, lubrication, corrosion, check attach bolts for wear. Ref: 05-20 page 25	

Finlets, Ventral Fin and Aft Fuselage		
1	Inspect finlets (2C1 & 2C2) or endplates (2C3 & 2C4) for condition and security of attachment.	
2	Inspect ventral fin for condition and security of attachment.	
3	Remove access panels under the stabilizer and tail cone. This area of the aircraft is subject to water spray during float operations. Inspect controls, fittings, pulleys, cables, structure etc. for corrosion.	
4	Inhibit the interior of the aft fuselage (and controls located therein) annually with a migrating corrosion inhibitor such as ACF-50, Boeshield T9, or Corrosion X.	

As general inspection guidelines, each of the following areas should be inspected for their own unique attributes:

Movable Parts

For lubrication, servicing, security of attachment, binding, excessive wear, safetying, proper operation, proper adjustment, correct travel, cracked fittings, security of hinges, defective bearings, cleanliness, corrosion, deformation, sealing, and tension.

Fluid Lines and Hoses

For leaks, cracks, dents, kinks, chafing, security, corrosion, and deterioration.

Metal Parts

For security of attachment, cracks, metal distortion, broken welds, corrosion, condition of paint, and any other apparent damage.

Wiring

For security, chafing, burning, defective insulation, loose or broken terminals, corroded terminals.

Bolts in Critical Areas

For corrosion, correct torque when installed, or when visual inspection indicates a need for a torque check.

Some additional general maintenance areas are as follows:

Nose and Main Gear Tracks

Clean and then lubricate with a dry Teflon coating spray.

Joints

Spray all joints with light penetrating oil such as LPS 3 to ensure lubrication at all times.

Electrical Connections

Apply SP-400 SOFT SEAL or LPS 500 to all electrical connections to prevent corrosion.

Hydraulic Fluid

For use in all hydraulic systems, including brakes: MIL-H-5606.

Wipaire/Federal/Fluidyne C3200/C3600 Wheel Skis Inspection Requirements

These pages may be printed and used as Inspection/Maintenance Checklists.

ITEM	DESCRIPTION	Part 4
1	Inspect all shock assembly attachments at fuselage and skis for condition and security.	
2	All shock assemblies for general condition.	
3	All limit cable assembly attachments at fuselage and skis for condition and security.	
4	All limit cable assemblies for general condition.	
5	All turn barrel safety devices.	
6	Fluid level in hydraulic reservoir.	
7	Pump assembly for leaks.	
8	Hydraulic lines and fittings for leaks and security.	

05-25-50 Special Inspections

200 and 400 hour inspection items are listed here and must be complied with at 200 and 400 hour intervals. The owner is responsible to ensure these steps are not overlooked.

200 Hour Inspections:

Fuselage and Empennage:

ITEM	DESCRIPTION	200 Hour
1	Horizontal stabilizer actuator arm & attachments for cracks and distortion.	
2	Horizontal stabilizer center spar, aft face, upper angle for evidence of cracks.	
3	Visual inspection of internal rear fuselage for security of attachments, safeties, and general condition.	
4	Visual inspection of all heat control boxes/valves, hoses, doors and controls for correct operations.	
5	Flap control system bearings for freedom of movement. (Plain Flap Only)	
6	All instruments for condition and security of all wires, lines and hoses.	

Crew Seats:

ITEM	DESCRIPTION	200 Hour
1	Check the nylon rollers for wear, flat spots and rotation. Clean dirt or debris from rollers and roller cages. Lubricate roller bolts. Ref: Chapter 12	
2	Inspect back rest pivot bolt and bushing for wear and corrosion. Lubricate bolt. Ref: Chapter 12	
3	Inspect ball detent pins for security and condition. (Height Adjustable Seats Only)	

Wings:

ITEM	DESCRIPTION	200 Hour
1	Flap actuator position (micro) switches for condition and security.	

Landing Gear (2C1, 2C2 & 2C4 Tail Dragger only):

ITEM	DESCRIPTION	200 Hour
1	Tail wheel castor bearing for excessive wear.	
2	Tail wheel castor bearing to be cleaned and re-lubricated. Ref: Chapter 12	

Aircraft Equipped with Aerocet 3400/3500/3500L Floats:

Nose Landing Gear (Amphibious Floats)

ITEM	DESCRIPTION	200 Hour
1	Inspect centering device, assure side to side travel at the axle and vertical travel is within limits.	
2	Perform Retraction Test. Inspect travel and extra side play in deployed position, also perform emergency gear extension. Ref: Chapter 32	

Main Landing Gear (Amphibious Floats)

ITEM	DESCRIPTION	200 Hour
1	Inspect I-Glide Bushings for wear, cracks, obliqueness etc.	
2	Perform Retraction Test. Inspect travel. Ref: Chapter 32	
3	Perform emergency gear extension and retraction test. Ref: Chapter 32	

Retraction System (Fluid) (Amphibious Floats)

ITEM	DESCRIPTION	200 Hour
1	Clean and inspect Hydraulic Fluid Screen. Inspect Hydraulic Fluid for moisture and contaminates, change if necessary.	
2	Inspect Hydraulic Lines and fittings for leaks, dents, corrosion, and contact with airframe, cables and struts.	

Water Rudder System

ITEM	DESCRIPTION	200 Hour
1	Inspect zinc plates on rudders for condition and security.	

Hulls & Struts

ITEM	DESCRIPTION	200 Hour
1	Inspect Float Interior for evidence of damage from the interior vantage point.	
2	Inspect Struts for damage, and corrosion.	
3	Inspect Baggage Compartment for internal damage, including seals, and latches.	

Finlets, Ventral Fin, and Aft Fuselage

ITEM	DESCRIPTION	200 Hour
1	Remove finlets (2C1 & 2C2) and inspect attachment fittings for cracks and corrosion.	
2	Remove ventral fin and inspect attachment fittings for cracks and corrosion.	

Aircraft Equipped with Wipaire 3450 Floats:

Hulls and Struts

ITEM	DESCRIPTION	200 Hour
1	Inspect the Float Structure (interior)	

Landing Gear Systems (Amphibious Floats)

ITEM	DESCRIPTION	200 Hour
1	Hydraulic Lines and Fittings – Inspect for leaks, condition, and security.	
2	Hydraulic Manifolds (if equipped) – Inspect for leaks, condition, and security.	
3	Brake System Plumbing – Inspect for leaks, condition, and security.	
4	Nose and Main Wheel Bearings – Disassemble and inspect. Ref. 05-20 page 25	

Landing Gear Retraction Tests (Amphibious Floats)

ITEM	DESCRIPTION	200 Hour
1	Main Gear – Inspect up and down for proper engagement.	
2	Nose Gear Trolley – Inspect for proper travel.	
3	Nose Gear – Inspect for excessive side play in the down position.	
4	Perform emergency gear extension (hand pump). Ref Chapter 32.	

Finlets, Ventral Fin, and Aft Fuselage

ITEM	DESCRIPTION	200 Hour
1	Remove finlets (2C1 & 2C2) and inspect attachment fittings for cracks and corrosion.	
2	Remove ventral fin and inspect attachment fittings for cracks and corrosion.	

400 Hour Inspection Items:

Crew Seats:

ITEM	DESCRIPTION	400 Hour
1	Inspect seat frame for cracks, bends and corrosion.	
2	Remove Height Adjustable Seat from carriage and check condition of vertical tubes.	
3	Lubricate vertical tubes and reinstall Height Adjustable Seat checking for proper function. Ref: Chapter 12	
4	Remove the upholstery and check the foam cushions and upholstery for general condition.	
5	Check support fabric and lacing for wear.	
6	Perform close visual inspection of all welded joints using 10X magnifying glass.	

Individual Rear Seats:

ITEM	DESCRIPTION	400 Hour
1	Check seat belt webbing for damage and wear. Any sew patterns with 5 or more broken threads or cuts in webbing greater than 1/8 inch must be removed from service. If the web is worn so that it binds in the adjustment mechanism, the belt must be removed from service. Slight wear and roughening of the webbing caused by normal operation of the buckle will not affect strength	
2	Check that the labels or tags on each lap belt half are present and the markings are legible.	
3	Inspect 5/16 bolt securing the seatbelt. Note: Do not over tighten; bolt must be able to rotate freely.	
4	Inspect seat cushion and upholstery for general condition. The underlying rigid cushion will have to be replaced if it becomes soft.	
5	Remove upholstery; inspect all weld joints with a 10X magnifying glass. Inspect all nutplate securing hinge brackets to seat block bottom.	
6	Inspect seat back frame for corrosion, distortion, and cracks. (Special attention to area on either side of hinge pin screw.)	

Bush Seat:

ITEM	DESCRIPTION	400 Hour
1	Inspect fabric for wear, fraying, and broken stitches.	
2	Inspect cross tube for corrosion, distortion and cracks.	
3	Inspect seat frame and brace for security, corrosion, distortion and cracks.	
4	Inspect ball detent pins for condition, security and operation.	
5	Inspect upper beam for security, corrosion, distortion and cracks.	
6	Inspect all weld joints with a 10X magnifying glass.	

Wings:

ITEM	DESCRIPTION	400 Hour
1	Visual inspection of interior structure, as visible through access panels, for cracks, distortion and loose or missing fasteners. (Not fuel cell area)	
2	Flap torque tube bearings for excessive play and/or wear on port side at I/B of Rib #2. Ref: Chapter 27. (Fowler Flap Only)	
3	Flap torque tube bearings for excessive play and/or wear on port and starboard side at O/B of Rib #5. Ref: Chapter 27. (Fowler Flap Only)	
4	Flap upper two track attachments and surrounding structure. Ref: Chapter 27. (Fowler Flap Only)	
5	Flap actuator/motor attachment to aft face of main spar. Ref: Chapter 27. (Fowler Flap Only).	
6	Flap actuator attachment to torque tube control horns. Ref: Chapter 27. (Fowler Flap Only).	
7	Flap rigging check. (Fowler Flap Only). Ref : Chapter 27	

Aircraft Equipped with Wipaire Wheel Skis:

ITEM	DESCRIPTION	400 Hour
1	Hydraulic lines and fittings under floor and on leg fairings.	
2	Remove access panel on ski tunnel and inspect items 3 through 6.	
3	Actuator fittings and attachments.	
4	Interior hydraulic lines for security, condition and chafing.	
5	Interior structure for cracks, loose rivets, corrosion and general condition.	
6	Clean interior of ski tunnel, as required, and replace access panel.	
7	Visual of metal structure, upper surface of tunnel and deck for cracks.	
8	Visual of nylon lower surface for obvious damage and security of attachment.	
9	Condition of all shock and cable attachment hardware for condition and corrosion.	

05-30 1200 AND 4800 HOUR INSPECTION REQUIREMENTS

05-30-10 1200 Hour Inspection Requirements

Every 1200 flight hours or every 5 years which ever occurs first, carry out the following:

- Visual inspection of all weldments, as visible with removal of floorboards and interior trim and exterior access panels.
- Visual inspection of wing attachment fittings, surrounding structure and hardware, with removal of hardware, one location at a time, to check interior of holes.
- Visual inspection of tail wheel boom attachment fittings, surrounding structure and hardware.
- Visual inspection of horizontal stabilizer attachment, surrounding structure and hardware.
- Visual inspection of vertical stabilizer attachment, surrounding structure and hardware.
- Visual inspection of aft fuselage to forward fuselage attachments, fittings, surrounding structure and hardware.

05-30-20 4800 Hour Inspection Requirements

Every 4800 flight hours or every 5 years which ever occurs first, carry out the following:

- Forward fuselage steel tube structure pressure check. Structure must hold 100 P.S.I. for a minimum of five minutes. If pressure is observed to drop, repeat pressure test once more. If pressure is again observed to drop, find source of leak and carry out repair as required.

Gain access to the pressure point by removing interior panels to expose the Right forward wing truss on the forward fuselage. There is a fitting on the aft end of the truss.

CAUTION: Remove the cap and pressurize to 100 PSI with Nitrogen. Compressed air may be used only if it has been passed through a dehumidifier system.

Leaks may be detected by listening for escaping air. If the leak is very slow, a soapy solution may be sprayed or brushed on to assist in finding the source of the leak. All soap solution must be completely removed by rinsing with clean water, and the area dried before interior panels are reinstalled.

After the pressure test, bleed off the pressure slowly, remove the pressure source and reinstall the cap.

FBA-2C1, FBA-2C2, FBA-2C3
FBA-2C4, FBA-2C3T, FBA-2C4T

Found Aircraft Canada
Maintenance Program FAC2-M200

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05-40 CORROSION CONTROL PROGRAM

05-40-10 Main Landing Gear

Main gear legs and drag stay tubes to be reinhibited biennially (every 2 years).
Aircraft that are operated in a saltwater environment should be reinhibited annually.

Materials

A migrating corrosion inhibitor such as “ACF-50”, “Boeshield T9”, “Corrosion X” or equivalent.
One pressure pot with minimum 18” spray wand.

Reinhibit

- Remove the fairings, step, wheels, brakes, and axles per Chapter 32 instructions.
- Follow the chemical manufacturers suggested method of application.
- Apply inhibitor to the interior of leg, inside the tube that supports the step, and inside the upper drag stay tube.
- It is optional to apply inhibitor to the exterior of the leg and drag stay.

05-40-15 Nose/Tail Landing Gear

Tail boom/nose gear strut to be reinhibited biennially (every 2 years).
Aircraft that are operated in a saltwater environment should be reinhibited annually.

Materials

A migrating corrosion inhibitor such as “ACF-50”, “Boeshield T9”, “Corrosion X” or equivalent.
One pressure pot with minimum 18” spray wand.

Reinhibit

- Remove the fairings, wheels, and axles per Chapter 32 instructions.
- Follow the chemical manufacturers suggested method of application.
- Apply inhibitor to the interior of the tail boom/nose strut.
- It is optional to apply inhibitor to the exterior surfaces

05-40-20 Forward Fuselage

The steel tube forward fuselage is the “backbone” of the aircraft. The engine mount, main gear, wing and aft fuselage are all bolted to this “backbone”. It is therefore vital to protect this structure.

The welded joints and fittings of the forward fuselage are to be reinhibited biennially (every 2 years). Aircraft that are operated in a saltwater environment should be reinhibited annually.

Materials

A migrating corrosion inhibitor such as “ACF-50”, “Boeshield T9”, “Corrosion X” or equivalent.
One pressure pot with minimum 18” spray wand.

Reinhibit

- Remove the external float lug fairings, floors and lower interior panels.
- Remove the upper interior panels to gain access to the wing attachment fittings.
- Remove the interior panels in the baggage area to gain access to the upper aft fuselage attachment fittings.
- Clean the joints before applying inhibitor.
- Follow chemical manufactures suggested method of application.
- Apply inhibitor to all welded joints paying particular attention to the lower fittings where water may collect.

05-40-30 Aft Fuselage

The fittings, pulleys, cables, turn barrels, bellcranks, structure etc. located in the aft fuselage are to be reinhibited biennially (every 2 years). Aircraft that are operated in a saltwater environment should be reinhibited annually.

Materials

A migrating corrosion inhibitor such as “ACF-50”, “Boeshield T9”, “Corrosion X” or equivalent.
One pressure pot with minimum 18” spray wand.

Reinhibit

- Remove the access panels beneath the horizontal stabilizer and the tail cone.
- Clean the area before applying inhibitor.
- Follow chemical manufactures suggested method of application.

05-40-40 Wing

The flap and aileron control parts and subassemblies located in the wing are to be reinhibited biennially (every 2 years). Aircraft that are operated in a saltwater environment should be reinhibited annually.

Materials

A migrating corrosion inhibitor such as “ACF-50”, “Boeshield T9”, “Corrosion X” or equivalent.
One pressure pot with minimum 18” spray wand.

Reinhibit

- Remove access panels beneath wing to gain access to the flap tracks and pushrod.
- Remove access panels beneath wing to gain access to the aileron bellcrank and pushrod.
- Follow chemical manufactures suggested method of application.

05-40-50 Corrosion Treatment Centers

Manufacturers' of corrosion inhibitors have established networks of treatment centers throughout the world. These centers can apply the corrosion inhibitor to the entire airframe adding extra protection; extending the life of the airframe.

FBA-2C1, FBA-2C2, FBA-2C3
FBA-2C4, FBA-2C3T, FBA-2C4T

Found Aircraft Canada
Maintenance Program FAC2-M200

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05-50 UNSCHEDULED INSPECTIONS

05-50-00 Introduction

Any report or evidence, which indicates that approved limits have been exceeded, or that the aircraft may have sustained damage, will necessitate an inspection to ensure that the aircraft is still airworthy. The following inspections are not intended to be complete or cover all circumstances. It is the responsibility of the operator to assess the circumstances of each case and decide on the correct course of action.

The following inspections are the minimum requirements.

Following any abnormal occurrence, including but not limited to, those identified in this chapter, an entry must be made in the aircraft journey logbook describing the occurrence.

Any discrepancies found during dismantling, disassembly, removals, draining of fluids or any other work which is done, must be rectified, checked and tested, as required, to ensure the safe operation of the aircraft.

The governing Aviation Authority Regulations must be complied with when conducting maintenance on the aircraft.

05-50-15 Inspection of Opportunity

Any time that the wing, engine, engine mount, horizontal stabilizer, vertical stabilizer or any flight control is removed as a result of normal work or inspection after damage, all hardware, fasteners, bearings and holes must be inspected for wear, elongation, corrosion, cracks, distortion or any other discrepancy before reassembly. Unacceptable findings must be rectified before reassembly.

05-50-20 Hard Landing

In the event of a perceived hard landing, the following items must be inspected;

A) LANDING GEAR

- 1 - Tires for creep, flats, bulges, cuts and correct pressure.
- 2 - Wheels for general condition, distortion, security and damaged fasteners
- 3- Brakes for general condition, wear, fluid leaks, distortion, security and damaged fasteners.
- 3 - Axles for general condition, distortion, security and damaged fasteners.
- 4 - Drag strut and Main Gear Beam for general condition, distortion, security and damaged fasteners (2C1, 2C2 and 2C4)
- 5 - Cross tube for general condition, distortion and security and damaged fasteners (2C3)
6. - Nose/Tail gear structure for general condition, distortion, security and damaged fasteners.
- 7 – Welded fuselage and structure in the vicinity of landing gear attachments for general condition, cracks, distortion, security and damaged fasteners.

B) WINGS

- 1 - Upper wing skins for general condition, distortion, security and damaged fasteners.
- 2 - Lower wing skins for general condition, cracks, distortion, security and damaged fasteners.
- 3 - Signs of fuel leakage from integral tanks.
- 4 - Flying controls for freedom of movement.
- 5 - Mass balance weights and hinges of control surfaces for general condition, distortion, security and damaged fasteners.
- 6 - Control surface skins and spars for general condition, cracks, distortion, security and damaged fasteners.
- 7 - Main wing spars for general condition, cracks, distortion, security and damaged fasteners.

C) FUSELAGE

- 1 - Fuselage skin for wrinkles/shells for general condition, distortion, cracks, security and damaged fasteners particularly at skin joints, wing and landing gear attachments.
- 2 - Instruments and instrument panels for operation and distortion.
- 3 - Internal and external tail wheel boom attachment areas for general condition, distortion, security and damaged fasteners.
- 4 - Internal forward fuselage and aft fuselage attachment points general condition, distortion, cracks, security and damaged fastener.

D) PROPULSION

- 1 - Refer to Hartzell, Manual 115 for required propeller manufacture's inspections.
- 2 - Refer to appropriate Textron Lycoming, Maintenance Manuals for required engine manufacturer's inspections.
- 3 - Engine and prop controls for full and free movement.
- 4 - Cowling and access doors for wrinkles and distortion, and integrity of fasteners.
- 5 - Fuel and oil leaks.
- 6 - Engine mount for distortion, all welds for evidence of cracks.
- 7 - Engine mount attachment hardware for damage and evidence of movement.
- 8 - Freedom of rotating assembly with one spark plug removed from each cylinder.

E) EMPENNAGE

- 1 - Flying controls for freedom of movement.
- 2 - Rudder and elevator hinges for general condition, distortion, cracks, security and damaged fasteners.
- 3 - Control surfaces for general condition, distortion, cracks, security and damaged fasteners particularly around mass balance weights.

4 - Horizontal and Vertical stabilizer attachments, trim jack and surrounding structure for general condition, distortion, security and damaged fasteners.

F) OPERATIONAL CHECKS

Before conducting operational checks consult the applicable engine and propeller manufacturer's manuals for required inspections and correct operating procedures.

Provided no major discrepancy is identified, an aircraft operational ground check should be accomplished to ensure correct operation of all aircraft systems and controls, including:

- engine for correct operation and fluid leaks
- flaps for correct operation and unrestricted travel
- alternator and charging system
- cockpit and airframe lighting
- engine indication
- radio operation
- vacuum and electrically operated instruments
- other systems as required

G) GENERAL

Contact FAC Customer Service for any above inspections that cannot be resolved following the procedures listed in this manual or standard aircraft repair practices.

05-50-25 Immersion in Water

The following requirements are for total immersion in water. If depth of submersion is such that instruments or engine were not submerged, then that section is not applicable.

A) AIRCRAFT STRUCTURE

- 1 - All skins for evidence of general condition, distortion, cracks, security and damaged fasteners
- 2 - Drain wing fuel tanks, wing water drains, collector tanks, selector valve and fuel filter. Disconnect all fuel lines (at wing tanks, collector tanks, selector valve and fuel filter) and blow dry air or nitrogen through fuel lines, tank vent lines.
- 3 - Sponge dry fuel tanks and leave open to air for at least 48 hours.
- 4 - Remove collector tanks and oven dry @ 150 - 175°F for minimum 2 hours.
- 5 - Remove fuel selector and sent for overhaul.
- 6 - Remove all access panels, wing tips, interior linings and floorboards.
- 7 - Remove all heater hoses and heater boxes, and blow dry air or nitrogen through heater boxes.
- 8 - Flush fuselage interior with clean water and sponge dry. Let stand with all interior open and doors open for at least 48 hours.

B) INSTRUMENTS

- 1 - Remove all instruments. Overhaul pitot static instruments, vacuum instruments and primary flight instruments.
- 2 - All other instruments and gauges are to be oven dried @ 150 - 175°F for minimum 2 hours.
- 3 - Disconnect pitot static lines from pitot static head and all instruments and blow-dry with dry air or nitrogen through lines until satisfied no moisture remains.
- 4 - Disconnect vacuum lines from vacuum pump; suction regulator, filter and all instruments and blow-dry air with nitrogen through lines until satisfied no moisture remains. Replace vacuum filter and regulator filter.

C) ELECTRICAL

- 1 - Replace battery.
- 2 - Loosen all wire bundles sufficiently to allow complete drying.
- 3 - Disconnect all electrical connections, check for corrosion and remove trapped water.
- 4 - Clean and oven dry voltage regulator and, all fuse holders @ 150 - 175°F for minimum 2 hours.
- 5 - Replace starter, master and alternator switches, and all circuit breakers.
- 6 - Clean and oven dry radio, intercom and antenna units and aerial connections @ 150 - 175°F for minimum 2 hours.

D) (1) ENGINE - Cold Immersion

- 1- Refer to Hartzell, Manual 115 for required propeller manufacture's inspections. Bent prop blades will require propeller removal and repair by an approved Hartzell Repair Shop.
- 2 - Refer to appropriate Textron Lycoming, Maintenance Manuals for required engine manufacturer's inspections. Bent propeller blades indicate the need for engine removal and inspection by an approved Lycoming Repair Shop.
- 3 - Inspect engine compartment for general condition, corrosion, distortion, cracks and security.
- 4 - Drain oil from engine sump, oil cooler and oil lines. Flush engine sump, oil cooler and oil lines. Replace oil filter and replenish oil supply.
- 5 - Remove spark plugs, loosen intake pipes and rotate crankshaft to drain water from cylinders.
- 6 - Remove injector assembly and overhaul.
- 7 - Remove magnetos, drain and oven dry @ 150 - 175°F for minimum of 3 hours.
- 8 - Clean and dry spark plugs and ignition harness.
- 9- Complete a prop flange run out check. Ref: Textron Lycoming Operators Manual 60297-10.

10 - Start engine, if oil pressure is normal, continue running engine until cylinder head and oil temperatures reach operating temperature.

11 - Shut down engine and check for any fluid leaks.

12 - Replace oil filter and engine oil.

13 - Check oil filter for contamination.

14 - Carry out complete engine run and check all engine parameters and controls for correct parameters and correct function.

D) (2) ENGINE - Hot Immersion

1- Refer to Hartzell, Manual 115 for required propeller manufacture's inspections. Bent prop blades will require propeller removal and repair by an approved Hartzell Repair Shop.

2 - Refer to appropriate Textron Lycoming, Maintenance Manuals for required engine manufacturer's inspections. Bent propeller blades indicate the need for engine removal and inspection by an approved Lycoming Repair Shop.

D) (3) ENGINE - Immersion while running

2 - Refer to appropriate Textron Lycoming, Maintenance Manuals for required engine manufacturer's inspections. Bent propeller blades indicate the need for engine removal and inspection by an approved Lycoming Repair Shop.

E) PROPELLER

1- Refer to Hartzell, Manual 115 for required propeller manufacture's inspections. Bent prop blades will require propeller removal and repair by an approved Hartzell Repair Shop.

05-50-30 Propeller Strike

- 1- Refer to Hartzell, Manual 115 for required propeller manufacture's inspections. Bent prop blades will require propeller removal and repair by an approved Hartzell Repair Shop.
- 2 - Refer to appropriate Textron Lycoming, Maintenance Manuals for required engine manufacturer's inspections. Bent propeller blades indicate the need for engine removal and inspection by an approved Lycoming Repair Shop.
- 3 - Inspect engine compartment for general condition distortion, and security.
- 4 - Inspect engine cowls for general condition distortion, and security
- 5 - Inspect engine mount and vibration dampeners for general condition distortion, and cracks.

05-50-35 Lightning Strikes

Lightning strikes will usually cause visible damage at two points due to high currents from cloud-to-ground or cloud-to-cloud electrical strikes entering, and then leaving, the aircraft structure. Often damage consists of small burn holes in the exterior skin, at the point of entry and exit from the aircraft.

It is common for lightning to sweep across a wing or fuselage leaving small pit marks along its path. Typical entry points are wing tips and propellers. Typical exit points are aileron, elevator or rudder trailing edges.

CAUTION: Bearings and hinges in the electrical path may pit or seize as the result of the passage of a high electrical current. Extra vigilance is required during a lightning strike inspection to ensure that all bearings and hinges have free movement and function normally.

If a lightning strike is reported, the following items must be inspected before the next flight;

1. Static wicks, wing tips, ailerons, elevator and rudder for burn holes, pitting, and condition.
2. Tips of propeller and propeller spinner for burning or pitting.
3. Engine cowling and engine for burning or pitting.
4. All control surface hinges and bearings, including flaps, for evidence of roughness, indicating internal pitting.
5. Refer to Hartzell, Manual 115 for required propeller manufacturer's inspections.
6. Refer to appropriate Textron Lycoming, Maintenance Manuals for required engine manufacturer's inspections

If any of the above inspections reveal signs of damage, carry out the following additional inspections;

1. Carry out a compass swing.
2. Functionally check the radio, instruments, and electrical circuits in accordance with the relevant chapters of the maintenance manual

If propeller or engine cowling damage is evident carry out the following additional inspections;

1. Wing upper and lower surfaces from center line to 65 inches outboard of center line for burning or pitting.
2. Remove oil filter and inspect for signs of contamination. Ref: Chap 79.

If composite fuselage shells damage is evident carry out the following additional inspections:

1. Inspect part attachment fasteners and surrounding area for damage.
2. Refer to Chapter 51 for repair limitations

05-50-40 High Wind or Prop Wash

- 1 - Flying control surfaces for general condition, distortion, cracks and security.
- 2 - Aileron, rudder and elevator control stops and surrounding structure for general condition, distortion, cracks and security.
- 3 - Windows for general condition, distortion, cracks and security.
- 4 – Aircraft exterior for general condition, distortion, cracks and security.
- 5 - Engine air intake and oil cooler inlet for debris.

05-50-45 Corrosive Substance Spills

- 1 - Remove access panels or floorboards as required to gain good access to the spill.
- 2 - Removal of substance should preferably be done by use of a vacuum cleaner or mopping up with rags. Do not use compressed air as this will spread the substance. Proper care should be taken to use protective gloves, masks or goggles as required.
- 3 - Acid spills can be neutralized with a bicarbonate of soda solution. Alkaline spills can be neutralized with a boric acid solution. Chlorine should be treated with water to which acetic acid (vinegar) has been added. Phosphates, nitrates and carbonates should be treated by the application of bleach or a strong soap solution.
- 4 - Entire area should then be rinsed with copious amounts of clean water.
- 5 - When thoroughly dry, re-protect area with epoxy primer if required.
- 6 - Area should be re-inspected within 7 days, and again within 30 days to ensure that all corrosive substance has been removed and there are no residual effects.

05-50-50 Misfueling

Misfueling may include filling with contaminated fuel or with fuel of incorrect grade or type. The latter may be difficult to detect due to mixing with existing fuel in the tank. It can appear identical to visual inspection. A common error is fuelling with jet fuel. Analysis techniques are available to detect contamination of this kind, but one method of detection that is readily available is the "kraft" paper test.

The "kraft" paper test consists of placing a drop of the suspect fuel onto a piece of "kraft" paper (type used for grocery bags). Uncontaminated gasoline will evaporate within 1 to 5 minutes depending upon temperature, leaving an irregular shaped stain. Fuel containing as little as 2% kerosene may take 15 minutes or longer to evaporate and will leave a circular stain.

If an aircraft has been misfueled with contaminated fuel or incorrect grade or type, the wing tank(s), collector tank(s), associated fuel line(s) and the fuel filter must be drained of all fuel. This may require lifting the tail of the aircraft to ensure all fuel has been removed. After draining and replenishing with clean correct grade of fuel the engine supply lines should be flushed out and an engine run carried out.

If the engine has been run with contaminated fuel or incorrect grade or type of fuel it may have experienced detonation and must be inspected for damage, which may have resulted. The inspection should include spark plugs, valves and valve seats, and the piston crowns. If any damage is detected repair/inspect engine in accordance with the overhaul manual.

05-50-55 Other Occurrences

Any occurrence or event, which is not specifically covered in this section, must be addressed by the operator. The operator must determine seriousness and consequences and take appropriate actions. If there is any doubt as to the correct action to be taken, contact the manufacturer, or the governing Aviation Authority.

05-50-60 Cable Replacement

Any time that a control or trim cable is replaced; a cable tension check shall be done at 50 hours, or at 60 days, whichever occurs first, after installation. In conjunction with the cable tension check a rigging check of the effected system shall also be carried out.

05-90 TIME-LIMITED ITEMS

Any item which is not specified in this section shall be 'on condition'. Where 'overhaul every engine overhaul, or 2000 hours' is shown, the item may exceed 2000 hours if the engine is on extension, no problems are apparent or suspected and a visual inspection and operational check are carried out.

Engine

IO-540-D4A5	(260HP)	Overhaul every 2000 hours.
IO-540-L1C5	(300HP)	Overhaul every 2000 hours.
IO-580-B1A	(315HP)	Overhaul every 2000 hours or 12 years.

Propeller

HC-C3YR-IRF/F8468A-2R	(Round tip)	Overhaul every 2400 hours.
HC-C3YR-IRT/F8068	(Swept tip)	Overhaul every 2400 hours.

Magnetos

L/H 66LR37SCNN (6393) Retard	Overhaul every engine overhaul, or 2000 hours.*
R/H 66LP-0SCNN (6350) Plain	Overhaul every engine overhaul, or 2000 hours.*

Starter

31B22105	Overhaul every engine overhaul, or 2000 hours.*
31B22111	Overhaul every engine overhaul, or 2000 hours.*

Alternator

ALU-8421R	Brush & Bearing inspection every 500 hours.
32C19553	Overhaul every engine overhaul, or 2000 hours.*

Propeller Governor

V5-4	Overhaul every engine overhaul, or 2000 hours.*
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Oil Cooler

20009A	Flush every engine overhaul, or 2000 hours.*
20662A	Flush every engine overhaul, or 2000 hours.*

Fuel Pump

Weldon A8120-D	Overhaul every 1500 pump running hours.** Discard after 10,000 airframe hours.
Dukes 4140-00-155	Overhaul or replace every 10 years (see placard on pump for manufacture or overhaul date)

* Which ever occurs first

** In agreement with local regulatory authorities an operator may (based on their average flight duration) pro-rate the pump TBO. For example: average flight air time = 1 hour with pump ON for 20 minutes of the flight = 3:1 ratio therefore the pump must be overhauled every 1500 X 3 = 4,500 airframe hours

Vacuum inlet filter

RA1J7-1

Replace every 500 hours.

Vacuum relief filter

RAB3-5-1

Replace every 100 hours or yearly.

Fire Extinguishers

H₃R, RT A600

At 12 years from the year of manufacture (shown on UL label), remove extinguisher from service regardless of condition and replace with new unit.

Dry Chemical

Reweigh at every annual inspection.

Replace according to fire extinguisher manufacturer recommendations

Ski Planes

Forward shock cord

Replace every 4 years.

Aft shock cord

Replace 12 years.

Guardian CO Detector

CO Sensor

The unit must be returned to the manufacturer for overhaul every seven (7) years for sensor replacement and recalibration