

3.5 Annual Inspection or 100hr

NOTE:

If unsure about how to do a certain task we recommend that you refer to FAA AC 43.13-1B for details Type Action Description Personnel Authorized.

On the following pages you will find a 100 hour / Annual inspection check list. This list may not be all inclusive. You can photo copy this list and add it to the airframe / engine log book or records for the aircraft. If you need another blank copy these are available by contacting Powrachute:

Condition Inspection Checklist

Aircraft Make/Model: _____ S/N: _____

Engine Make/Model: _____ S/N: _____

Date of Inspection: TT Airframe: _____

TT Engine: _____

Scope and Detail of Items to be Included in Annual and 100-Hour Inspections.

All items are considered Line maintenance and can be performed by the Owner only if ELSA. SLSA must be LSA Repairman Maintenance, A&P and Repair Station.

Each person performing an annual or 100-hour inspection shall, before that inspection, shall thoroughly clean the aircraft and aircraft engine after initial visual inspection for oil, exhaust, or other leaks as applicable is completed.

Each person performing an annual or 100-hour inspection shall inspect the following components of the chassis group:

Pass Fail (1) Systems and components-for improper installation, apparent defects, and unsatisfactory operation.

Pass Fail (2) All tubing, brackets, nuts and bolts.

Pass Fail (3) All Nylock nuts bolts tightened to 1 -3 threads showing

Each person performing an annual or 100-h inspection shall inspect the following components of the cabin and cockpit group:

Pass Fail (1) Generally for uncleanliness and loose equipment that might foul the controls.

Pass Fail (2) Seats and safety belts/for poor condition and apparent defects.

Pass Fail (3) Instruments/for poor condition, mounting, marking, and (where practicable) improper operation.

Pass Fail (4) Flight and engine controls/for improper installation and improper operation.

Pass Fail (5) Batteries/for improper installation and improper charge.

Pass Fail (6) All systems/for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

Pass Fail (7) Travel stops on steering.

Each person performing an annual or 100-hour inspection shall inspect components of the engine and nacelle group as follows:

Pass Fail (1) Engine section/for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks.

Pass Fail (2) Studs and nuts/for improper torquing and obvious defects.

Pass Fail (3) Internal engine/for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, for improper internal condition and improper internal tolerances.

Pass Fail (4) Engine mount/for cracks, looseness of mounting, and looseness of engine to mount.

Pass Fail (5) Flexible vibration dampeners/for poor condition and deterioration.

Pass Fail (6) Engine controls/for defects, improper travel, and improper safetying.

Pass Fail (7) Lines, hoses, and clamps/for leaks, improper condition and looseness.

Pass Fail (8) Exhaust stacks/for cracks, defects, and improper attachment.

Pass Fail (9) Accessories/for apparent defects in security of mounting.

Pass Fail (10) All systems/for improper installation, poor general condition, defects, and insecure attachment.

Pass Fail (11) Fuel pump and fuel filter.

Each person performing an annual or 100-hour inspection shall inspect the following components of the landing gear group:

Pass Fail (1) All units/for poor condition and insecurity of attachment.

Pass Fail (2) Shock absorbing devices for improper travel or looseness.

Pass Fail (3) Linkages, trusses, and members/for undue or excessive wear fatigue, and distortion.

Pass Fail (4) Wheels/for cracks, defects, and condition of bearings.

Pass Fail (5) Tires/for wear and cuts.

Pass Fail (6) Brakes/for improper adjustment.

Pass Fail. Each person performing an annual or 100-hour inspection shall inspect all components of the wing attachment center cg section assembly for poor general condition, distortion, evidence of failure, and insecurity of attachment.

Pass Fail (1) Nylon Riser, stitching, sheath, pulleys and rapid links.

Each person performing an annual or 100-hour inspection shall inspect all components of the wing.

Pass Fail (1) Check for debris inside canopy by lifting at the tail and shaking down toward leading edge.

Pass Fail (2) Lay canopy flat with bottom surface down on clean surface. Visually inspect each panel and seam thoroughly, one panel at a time.

Check for burns, rips, tears, stains, discoloration, failed seams, etc.

Pass Fail (3) Check for twist in the line groups and worn lines.

Pass Fail (4) Check that the line controls are routed through the proper pullies and that they travel freely. Tighten rapid links finger tight plus ¼ turn.

Pass Fail (5) If any stains or discolorations are noticed a fabric tensile strength test must be performed. You must send the wing to a certified repair center.

Each person performing an annual or 100-hour inspection shall inspect the following components of the propeller group:

Pass Fail (1) Propeller assembly/for cracks, nicks, and binds.

Pass Fail (2) Bolts/for improper torquing and lack of safetying.

Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the radio group:

Pass Fail (1) Radio and electronic equipment/for improper installation and insecure mounting.
 Pass Fail (2) Wiring and conduits/for improper routing, insecure mounting, and obvious defects.
 Pass Fail (3) Bonding and shielding/for improper installation and poor condition.
 Pass Fail (4) Antenna including trailing antenna/for poor condition, insecure mounting, and improper operation.
 Pass Fail Each person performing an annual or 100-hour inspection shall inspect (where applicable) each installed piece of optional equipment on this listing for improper installation and improper operation.
 Pass Fail (1) Dual steering controls
 Pass Fail (2) Dual throttle control
 Pass Fail (k) Each person performing an annual or 100-hour inspection shall remove and inspect the ELT installed for proper operation of the "G" switch and calendar date currency of the batteries installed in accordance with FAA Advisory Circular 91-44 current revision.

Notes and explanation of unairworthy items found: Use additional sheets if necessary.

Inspector Name and Signature _____

Date Completed _____