

Condition Inspection Checklist

Condition Inspection Checklist Compiled from FAR 43, Appendix D

Aircraft Make/Model: _____ S/N: _____

Engine Make/Model: _____ S/N: _____

Date of Inspection: _____ TT Airframe: _____

TT Engine: _____

Scope and Detail of Items (As Applicable to the Particular Aircraft) to be Included in Annual and 100-Hour Inspections

(a) Each person performing an annual or 100-hour inspection shall, before that inspection, remove or open all necessary inspection plates, access doors, fairing, and cowling. He shall thoroughly clean the aircraft and aircraft engine.

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

Pass Fail (1) Fabric and skin-for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.

Pass Fail (2) Systems and components-for improper installation, apparent defects, and unsatisfactory operation.

Pass Fail (3) Envelope, gas bags, ballast tanks, and related parts-for poor condition.

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

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

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

Pass Fail (3) Windows and windshields-for deterioration and breakage.

Pass Fail (4) Instruments-for poor condition, mounting, marking, and (where practicable) improper operation.

Pass Fail (5) Flight and engine controls-for improper installation and improper operation.

Pass Fail (6) Batteries-for improper installation and improper charge.

Pass Fail (7) All systems-for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

(d) Each person performing an annual or 100-hour inspection shall inspect (where applicable) 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) Cowling\for cracks, and defects.

(e) Each person performing an annual or 100-hour inspection shall inspect (where applicable) 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 oleo fluid level.

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

Pass Fail (4) Retracting and locking mechanism\for improper operation.

Pass Fail (5) Hydraulic lines\for leakage.

Pass Fail (6) Electrical system\for chafing and improper operation of switches.

Pass Fail (7) Wheels\for cracks, defects, and condition of bearings.

Pass Fail (8) Tires\for wear and cuts.

Pass Fail (9) Brakes\for improper adjustment.

Pass Fail (10) Floats and skis\for insecure attachment and obvious or apparent defects.

(f) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components of the wing and center section assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, and insecurity of attachment.

Pass Fail

(g) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components and systems that make up the complete empennage assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation.

Pass Fail

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

Pass Fail (1) Propeller assembly\for cracks, nicks, binds, and oil leakage.

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

Pass Fail (3) Anti-icing devices\for improper operations and obvious defects.

Pass Fail (4) Control mechanism\for improper operation, insecure mounting, and

restricted travel.

(i) 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.

(j) Each person performing an annual or 100-hour inspection shall inspect (where applicable) each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.

 Pass Fail

Notes and explanation of unairworthy items found:

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(1) Aircraft Generally

- (a) Remove or open all necessary inspection plates, access doors, fairings and cowlings. Thoroughly clean the aircraft and engine.
- (b) Inspect panel, door and cowling closing and locking mechanisms for improper installation and function.
- (c) Lubricate in accordance with the manufacturer's recommendations.

(2) Fuselage and Hull Group

- (a) Structure - inspect for deterioration, distortion, evidence of failure and defective or insecure attachment of fittings.
- (b) Systems and components - inspect for improper installation, apparent defects and unsatisfactory operation.

(3) Cabin and Cockpit Group

- (a) Generally - inspect for dirt and loose equipment that might foul the controls;
- (b) Seats and safety belts - inspect for poor condition, fraying, and any other apparent defects;
- (c) Windows and windshields - inspect for deterioration and breakage;
- (d) Instruments - inspect for poor condition, mounting, marking and, where practicable, for improper operation;
- (e) Flight and engine controls - inspect for improper installation and improper operation;
- (g) All systems - inspect for improper installation, poor general condition, apparent and obvious defects and insecurity of attachment.
- (h) Placards - inspect for missing and illegible mandatory placards.

(4) Engine and Nacelle Group

- (a) Leaks - inspect for oil, fuel or hydraulic leaks;
- (b) Studs and nuts - inspect for defects, evidence of improper torque and safety locking;
- (c) Cylinder compression - check; if compression test indicates problems, check internal condition and tolerances;
- (d) Screens and sump drain plugs - check for metal particles or foreign matter;
- (e) Engine mounts - inspect for cracks, looseness of mounting and looseness of engine to mount;
- (f) Flexible vibration dampeners - inspect for poor condition and deterioration;
- (g) Engine controls - inspect for defects, improper travel and improper safety locking;
- (h) Lines, hoses and clamps - inspect for leaks, improper condition and looseness;
- (i) Exhaust stacks - inspect for cracks, defects and improper attachment;
- (j) Accessories - inspect for apparent defects in security of mounting;
- (k) All systems - inspect for improper installation, poor general condition, defects and insecure attachment;
- (l) Cowlings - inspect for cracks and other defects.
- (m) Internal corrosion - inspect engines which have not been inhibited and have been out of service in excess of 12 months.
- (n) Engine performance - during the ground run, run the engine in accordance with the manufacturer's recommendation to determine satisfactory performance of the following:
 - (i) idle and maximum RPM;

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- (ii) magneto RPM drop;
- (iii) fuel and oil pressures;
- (iv) cylinder and oil temperatures.

(o) Engines maintained to an On-condition program - check reference RPM.

(5) Landing Gear Group

- (a) All units - inspect for condition and security of attachment;
- (b) Shock absorbing devices - check bungee rubber condition;
- (c) Linkage, trusses and members - inspect for undue or excessive wear, fatigue and distortion;
- (e) Hydraulic lines - inspect for leakage;
- (g) Wheels - inspect for cracks, defects and condition of bearings;
- (h) Tires - inspect for wear, cuts and incorrect inflation; inspect for improper installation and improper operation.
- (i) Brakes - inspect for improper adjustment;

(6) Wing and Centre Section Assembly

Inspect structure for general condition, deterioration, distortion, evidence of failure and insecurity of attachment.

(7) Empennage Assembly

Inspect structure for general condition, deterioration, distortion, evidence of failure, insecure attachment, improper component installation and improper component operation.

(8) Propeller Group

- (a) Propeller hub assembly - inspect for cracks, nicks, binding and oil leakage;
- (b) Bolts and nuts - inspect for improper torque and safety locking;
- (e) Blades - inspect for
 - (i) cracks, nicks, external corrosion,
 - (ii) evidence of lightening or object strike, and
 - (iii) correct track, excessive rotational and end play;
- (f) Spinner assembly - inspect for cracks and wear;

(10) Miscellaneous Items Not Otherwise Covered by this Listing:

(11) Aircraft Generally, Including Technical Records

- (a) Enter details of all deficiencies found during the inspection in the aircraft technical records.
- (b) Upon completion of the inspection, replace or close all inspection plates, access doors, spinners, fairings and cowlings.

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STD 625 APPENDIX C - Out of Phase Tasks and Equipment Maintenance Requirements

(1) This appendix lists the maintenance requirements for specific equipment. Unless otherwise specified, these intervals apply to all installed equipment of a type listed herein.

(2) In the case of operators having maintenance schedules approved in accordance with [Appendix D](#), the intervals specified in this appendix are initial intervals that must be used by a new operator of the type. They may be amended once experience on that type has been gained, based on the results of the owner's maintenance monitoring program.

(3) Nothing in these standards relieves the owner from the responsibility for determining the applicability of these requirements to his/her aircraft, or for identifying any other maintenance requirements relating to equipment not listed here.

Information Note:

Where doubt exists as to the compliance requirements in respect of a specific aircraft installation, the owner can contact the nearest Transport Canada district or regional office for assistance.

Operators with an approved maintenance schedule may obtain approval to deviate from the standard where acceptable documentation can be provided to Transport Canada.

(amended 1998/09/01; [previous version](#))

Out of Phase Task Listings

Carry out the following tasks at the times indicated:

1. All Aircraft

Ensure that any applicable equipment maintenance task required by this appendix is performed at, or before, the next inspection interval listed therein.

2. Aircraft Used in Dual Role Operations

Upon conversion between roles, inspect to ensure that contamination, structural damage and other defects incurred during operation in the special purpose role, are rectified prior to operation in the normal role.

5. Fixed Pitch and Ground Adjustable Propellers

At intervals of not more than 5 years, the propeller shall be removed from the aircraft and inspected for corrosion or other defects over its entire surface, including the hub faces and the mounting hole bores. While the propeller is removed, it shall also be checked for correct dimensions. However, if defects which require repairs beyond those recommended as field repairs by the propeller manufacturer are found, the propeller shall be repaired by an organization approved for the overhaul of propellers.

Information Note:

The dimensional check requirement does not include a check on blade twist. The dimensional check refers to changes in blade dimension resulting from repairs, particularly cropping of the tips. It is intended to ensure that the blade diameter remains within service limits.

6. Engines

All piston and turbine engines installed in aeroplanes and helicopters operated pursuant to [CAR 406](#), in large aircraft operated pursuant to [CAR 604](#), and in aircraft operated pursuant to [Part VII](#), shall be overhauled at the intervals recommended by the engine manufacturer, or in accordance with an alternative hard time interval or an engine on-condition maintenance program approved in accordance with [Appendix D](#).

Information Note:

No hard time, including calendar time, between overhauls need be observed in the case of small aircraft reciprocating engines in non-commercial private operation.

7. Tachometers

The accuracy of mechanical drag cup type tachometers, for fixed wing propeller driven aircraft, shall be checked on site annually, and be accurate to within the tolerances established by the aircraft manufacturer or, where no tolerance has been specified by the aircraft manufacturer, to within $\pm 1\%$ of engine RPM at mid-point of the cruise range.

8. Weight and Balance

Except as provided for in an approved fleet empty weight and balance control program, all large aircraft shall be reweighed and an updated report prepared every five years.

Annual Inspection Record Sheet for Bakeng Deuce C - GPLL

For details of inspection tasks of which this is a record, see "Annual Inspection Checklist for Bakeng Deuce"

General	Hinges & detents	
	Lubrication	
	Fabric condition	
Fuselage	Structure & condition	
	Systems condition	
Wings	Structure & condition	
	Struts	
	Aileron cables	
	Ailerons & mechanisms	
Empennage	Structure & condition	
	Bracing wires	
	Elevators & cables	
	Rudder & cables	
Landing Gear	Condition	
	Springs	
	Wheel bearings	
	Tires	
	Brakes	
	Tail wheel	
	Tail wheel spring	
Cockpit	Seat belts	
	Windshield	
	Instruments	
	Controls	
	Systems	
	Placards	
Engine	Leaks, oil & fuel	
	Studs & nuts	
	Engine mount & rubbers	
	Controls	
	Lines, hoses & clamps	
	Exhaust stacks	
	Carburettor heat box	
	Plugs & leads	
	Screens drains & filters	
	Change engine oil	
	Accessories	
	All systems	
	Cowlings	
	Idle RPM	

