TRANSNORTHERN

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SUPER DC-3
CAMP PROGRAM

REVISION 9

For

DOUGLAS
Super DC-3 Series
Serial Numbers Applicable
43159, 43354, 43302, 43332

DISTRIBUTION LIST

►	**Manual Number 1**	**Issued to :**	**Master Copy**
	Manual Number 2	**Issued to:**	**FAA**
	Manual Number 3	**Issued to:**	**N27TN**
	Manual Number 4	**Issued to:**	**N28TN**
	Manual Number 5	**Issued to:**	**N29TN**
	Manual Number 6	**Issued to:**	**N30TN**

Digital Copy available for all employees on TransNorthern Employee web page.

Darryl Lowell
Director of Maintenance

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REGULATORY AUTHORITY

14CFR §135.425 requires an inspection program **and** a program covering other maintenance. This document is the Inspection Program or Continuous Airworthiness Maintenance Program (CAMP) for the Super DC-3 Series Aircraft described in the rule. 14CFR §135.427 requires operators of 10 or more passenger aircraft to put in its manual instructions for performing maintenance, preventive maintenance, and alterations. The Company's General Maintenance Manual (GMM) contains the additional information required by the CFR for maintaining aircraft that are type certificated for a passenger seating configuration of 10 or more passengers and is "a program" as mandated by §135.425, whereas this manual is the inspection program with the airworthiness limitations for the specific aircraft listed on the Title Page.

Note: This CAMP Inspection Program is authorized for inspections and time in service limitations for both All Cargo and 10 or more passenger aircraft. The GMM is specifically applicable to 10 or more passenger aircraft.

TransNorthern utilizes a General Operations Manual (GOM) prepared in accordance with §135.23 that contains information applicable to all employees, its GMM is specific to company procedures and policies applicable to maintenance activities for the 10 or more-passenger aircraft.

This CAMP inspection document is applicable only to the aircraft listed on the cover page and each header of this document.

HIGHLIGHTS OF CHANGE

Revision 9:

- All major changes are denoted by Vertical line on Left Page Margin.
- Minor typos, spelling and grammar corrections.
- Changed "Form 8130" to "Traceability Documents" on P7
- Updated RII information on P19
- Updated checklists on page 20 thru 22

RECORD OF REVISIONS

NOTE: All Revisions must receive prior approval from the FAA. Revised pages must be dated.

DO NOT REMOVE THIS SHEET FROM THIS MANUAL

Rev No.	Rev. Date	Revised Pages	Inserted By	Rev No	Rev. Date	Revised Pages	Inserted By
1	4/21/03	2,3,4,10		**21**			
2	5/19/03	2,3,4,8,10,14,17,62 & add 71		**22**			
3	9/20/03	All Pages		**23**			
4	8/11/04	All Pages		**24**			
5	1/20/05	All Pages		**25**			
6	1/28/07	All Pages		**26**			
7	6/1/09	All Pages – Change Address – add A/C		**27**			
8	2/20/2017	.. All Pages		**28**			
9	2/14/2018	– Pages 1 thru 4,7,8,19 thru 22		**29**			
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LIST OF EFFECTIVE PAGES

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1	Nine	2/14/2018
2	Nine	2/14/2018
3	Nine	2/14/2018
4	Eight	2/20/2017
5	Eight	2/20/2017
6	Eight	2/20/2017
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Charles Wayne Strange

Digitally signed by Charles Wayne Strange
Date: 2018.03.11 19:26:07 -08'00'

FAA Acceptance or Approval

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GENERAL INFORMATION

The CAMP is designed to maintain Douglas Super DC-3 aircraft, as utilized by the operator listed above, per FAR 135.425. The Inspection Program consists of Preflight, 25 hour, 100 hour Numbered Inspections. It also incorporates Maintenance and Inspections required by AD notes and the Douglas SID program.

This program is Accepted by the FAA and controlled through the "List of Effective Pages". Pages 75 & 76 are FAA Approved.

A complete inspection cycle (all 1st, 2nd, and 3rd 100 hour inspections) shall be accomplished within a 18-month period. The completion of the 3rd 100 Hour Inspection constitutes the start of an Inspection Cycle. Inspections #1, #2 and #3 and the 25 Hour tasks have Service Window provisions (Reference definition of Service Window below)

DEFINITIONS

The terminology pertaining to the inspection procedures and their use are explained in this manual and in accordance with Federal Aviation Regulations, Part 1, 43, and 91 issued by the Federal Aviation Administration. These terms are defined as follows:

Inspection Cycle – The Inspections that are part of this program are authorized to be completed at a **maximum** of 18 months Time in Service (Ref: Time Limitations Section of this document). The Inspection Cycle is defined as the time it takes to complete all of the numbered inspections. The cycle starts with the completion of the previous cycle – i.e. the completion of the #3 Inspections. This program is designed to complete each inspection cycle within 12 calendar months of the start of the Inspection Cycle but MUST complete the Inspection within 18 calendar months. Because 300 hours of aircraft flight time and Calendar months rarely coincide, the Inspection Cycle is 'reset' at the completion of each 300 hour including the calendar cycle interval.

Block Time – Block Time shall mean the time that the aircraft begins to move under its own power for the purpose of flight until it parks at its intended destination. This time is also called "Block to Block" time and is primarily utilized to record Flight Crew Time.

Flight Time – is also referred to as "Time in Service", as used in computing aircraft, component, maintenance and inspection time records. This time is calculated as the actual time that the aircraft is airborne during a flight.

Maintenance – Means inspection, overhaul, repair, preservation and the replacement of parts but excludes preventative maintenance.

Pilot-in-Command – Pilot-in-Command shall mean the pilot responsible for the operation and safety of the airplane during the time counted as flight time. For Commercial Flight Operations the Company must designate a Pilot in Command for each Flight. All required Flight Crewmembers must be recorded on the Load Manifest required by FAR 135.63

Preventative Maintenance -- Means simple or minor preservative operations and the replacement of small standard parts not involving complex assembly operations.

Scheduling Window – (Previously referred to as a Grace Period.) A Scheduling Window represents a built-in inspection tolerance in an inspection program that allows for scheduling flexibility. Scheduling windows must be no more than (plus or minus) 20 flight-hours, 20 flight or component cycles or 1 calendar-month as appropriate.
This program incorporates plus or minus 10 hour Scheduling Windows for each of the Number Checks for the aircraft. Numbered Inspections that are accomplished in the scheduling window are considered as if done exactly at their due time. The 25 hour check must be completed within 30 flight hours of the previous 25 hour check and does reset time.
Examples of acceptable Scheduling Window usage: A recurring inspection scheduled for 100 flight hours and accomplished at 105 flight hours should result in the next inspection being due in 95 flight hours from the time of completion, not 100. Conversely, if the inspection was accomplished at 95 hours the next inspection would be due in 105 hours, not 100. When completing task sheets for items that have Scheduling Windows, the return to service document should note the time the actual work was accomplished and a notation that is was accomplished inside the Scheduling Window.

DOCUMENTS AND MANUALS

This inspection program has been designed in outline form with a brief description for each inspection task. The input for the inspection is derived from manufacturer's maintenance manuals and military Technical Orders (TO's). The manuals applicable to this program are as follows:

The Company General Operations Manual
The Company General Maintenance Manual
01-4ONK - 2 General Maintenance Manual
01-40NK - 3 Structural Repair Manual
01-40NK - 4 Parts Manual
Navweps 02A35GH-502 – Wright 1820 Engine Service Manual
Navweps 02A35GH-3 Wright 1820 Engine Overhaul Manual
Navweps 02A35GH-4 Wright 1820 IPM
No. 140D – Hamilton Standard Propeller Service Manual
No. 198 -- Hamilton Standard Propeller IPM
No. 123 – Hamilton Standard Governor Service Manual
No. 124 -- Hamilton Standard Governor IPM
Janitrol SB No. 31 – Model S-200 Heater Inspection

This inspection program is not all-inclusive, for no such guide can replace the the utilization of good judgement by maintenance personel in the performance of their duties. Therefore, as experience and knowlege is gained this program may be subject to revision by the Operator.

FORMS AND RECORDS

The forms and records used with the CAMP Inspection Program consist of the following:

- **Aircraft Flight Log** (Discrepancy Sheet) – (Reference the General Forms Section of this manual) The aircraft flight Log is a bound volume containing an original and duplicate form to be completed for each day the aircraft is flown by each PIC. This form is signed by the PIC and is considered the true and correct record of the aircraft's flight time. Note: All flying must be recorded on the Aircraft Flight Log form including Commercial, Part 91, Training, Maintenance, Ferrying, etc. Each completed form is reviewed by the operator and utilized to carry forward Total Aircraft Time and maintenance due times so that the pilot can know the maintenance status of the aircraft. This form also constitutes the Discrepancy Record required by FARs. Any discrepancy discovered by the flight crew must be recorded on this record (1) before the next flight, (2) within 30 minutes after the aircraft lands or (3) before the pilot ends his duty day. The aircraft may not be flown again until (1) the discrepancy is corrected and the aircraft is returned to service by an appropriately rated person or (2) the discrepancy is deferred IAW an FAA approved MEL specific to the aircraft or (3) a ferry permit is obtained with specific operating limitations. Any time a discrepancy is noted the 'yellow', duplicate copy will be filed in the Aircraft Discrepancy Record. When the entire Aircraft Flight Log bound booklet is completed it will be permanently filed. Each volume must be maintained by the operator for a minimum of 1 year after removal of the aircraft from the Company's Operations Specifications and then transferred to the new owner/operator.

- **Aircraft Discrepancy Record** - The Aircraft Discrepancy Record is one or more 3-ring binders containing a copy of each Flight Log Form that contains a Discrepancy and its associated Corrective Actions. Each original Squawk Sheet (Reference the General Forms Section of this manual) completed during the course of an Inspection is also contained in this record. Forms are maintained in chronological order with the most recent form on to the front of the binder. All required traceability paperwork associated with the corrective action of each Discrepancy are attached to the Aircraft Log Page or Squawk Sheet describing the work performed. The Aircraft Discrepancy Record is a permanent document and must be maintained by the operator for a minimum of 1 year after removal of the aircraft from the Company's Operations Specifications and then transferred to the new owner/operator.

- **Continuous Airworthiness Record** - The Continuous Airworthiness Record is a 3-ring binder that contains a Tab for each *Recurring* Maintenance Item. These items include time life components, recurring Airworthiness Directives (ADs) and recurring inspections. Each labeled tab will contain a "Status Sheet" (Reference the General Forms Section of this manual) containing a description of the last overhaul, replacement or inspection for the item. Each Status Sheet must contain a statement returning the aircraft to Service signed by an appropriately rated person. As each recurring item becomes due a new Task Sheet will be generated by the Operator describing the maintenance (continued)

performed, the date the work was completed, the Total Time on the Aircraft and specific item and a Return to Service statement. All required traceability paper such as Form 8130-3 tags, company or vendor tags or work orders associated with the work described on the Task Sheet will be attached to the Task Sheet. Only the most current Task Sheets are maintained in this binder. The Continuous Airworthiness Record is a dynamic document and must be maintained by the operator for a minimum of 1 year after removal of the aircraft from the Company's Operations Specifications and then transferred to the new owner/operator.

- **Aircraft Record** - The Aircraft Record is a 3-ring binder that contains the following information in individual labeled tabs:
  - Aircraft Certification Doc. (Type Certificate Data Sheet or equivalent)
  - Copies of Airworthiness Certificate, Registration, and Radio Station License (if Applicable).
  - Supplemental Type Certificates Installed
  - Major Alterations and Repairs (FAA Form 337)
  - List of All 1-time Airworthiness Directives including Method and Date of Compliance.
  - Equipment List and Current Weight and Balance Document

- **Previous Records** - All Engine, Propeller and Airframe records associated with the previous operation of the aircraft indicating Time since new or Time since Overhaul.

INSPECTIONS ASSOCIATED WITH THIS PROGRAM

- **Preflight Inspection Form**. – Daily preflight form to be completed by the Pilot or Mechanic prior to the first flight of the day.

- **Service Check Form** – is to be utilized by Maintenance approximately each 25 hours Time in Service. The Service Check does not have a scheduling window and MUST be completed no more than 30 hours after the previous Service Check.

- **100-Hour Interval Inspection Form**. - Three separate and individual 100 Hour inspections are allocated for each Airframe and Engine Inspections. Each form covers only one portion of the airplane and is designated as 1st, 2nd, and 3rd 100 hour Interval Inspections. The Inspections for the Airframe and the Engines must be completed in sequence during each Inspection Cycle. Scheduling Windows apply to these inspections so that they can be done any time plus or minus 10 hours and be considered to be completed on schedule.

THE INSPECTION PROGRAM WILL CONSIST OF:

- A Pilot or a Mechanic, prior to the first flight of the day, shall accomplish a Preflight Inspection of the aircraft. A laminated Preflight Inspection form is kept in the metal box.
- A Service Check will be completed in accordance this program at least 1 time each 30 hours of flight time after each Engine Numbered inspection, and after any Aircraft Irregular Maintenance Procedure. The Service Check is scheduled in 25 hour intervals. The completed Service Check checklist will be kept in the Continuous Airworthiness Record until superseded. Completing the Service Check always resets the time till next Service Check is due.
- An Inspection cycle consisting of the following. (Note: A new Inspection Cycle is started at the completion of the previous Number 3 Check)
  - "Number One (1)" Airframe Inspection and Check- the "Number 1" inspection and check shall be performed at 100 hours of flight Time after the preceding "Number 3" Inspection.
  - "Number Two (2)" Airframe Inspection and Check- the "Number 2" inspection and check shall be performed at 200 hours of Flight Time after the preceding "Number 3" Inspection.
  - "Number Three (3)" Airframe Inspection and Check- the "Number 3" inspection and check shall be performed at 300 hours of Flight Time after the preceding "Number 3" inspection. This check shall be completed within 12 Calendar Months of the previous Number 3 Inspection.
  - "Number One (1)" Engine Inspection and Check- the "Number 1" Engine Inspection and check shall be performed at 100 hours of flight Time after the preceding "Number 3" Engine Inspection.
  - "Number Two (2)" Engine Inspection and Check- the "Number 2" Engine Inspection and check shall be performed at 200 hours of Flight Time after the preceding "Number 3" Engine Inspection.
  - "Number Three (3)" Engine Inspection and Check- the "Number 3" Engine Inspection and check shall be performed at 300 hours of Flight Time after the preceding "Number 3" Engine Inspection. This check shall be completed within 12 Calendar Months of the previous Number 3 Inspection.
  - The Aircraft Avionics Equipment Inspection shall be performed each annually by a Certified Radio Repair Station or a mechanic as applicable.
  - "On Condition" items will be maintained in a continuous airworthiness condition by periodic and progressive maintenance, and are appropriately described in Douglas DC-3 Manual, as amended, and other Manufacturer's referenced therein as amended.

Note: Number 1, Number 2, and Number 3 checks must be accomplished at least one time each Inspection Cycle in order for the aircraft to remain in airworthy status. The inspection cycle starts with the completion of the previous Number 3 inspections. The inspection cycle must be completed within 18 Calendar Months but is typically completed each 12 months. There are separate checklists for Engine Checks vs. Airframe Checks. These checks or inspections may be performed concurrently or may be performed independently of each other.

GENERAL PROCEDURES AND FORMS

INITIAL INSPECTION

In order for an aircraft to be operated under the inspection provisions of this CAMP:

1. It must be specifically identified on the title page and the header of each page of the program.
2. It must receive a complete initial inspection which includes all elements of:
    a. Service Check
    b. Number 1 Engine Check
    c. Number 2 Engine Check
    d. Number 3 Engine Check
    e. Number 1Airframe Check
    f. Number 2 Airframe Check
    g. Number 3 Airframe Check
    h. Annual Avionics Inspection.
3. **AND** It must also have been specifically approved by the FAA to use this program

TIME LIMITED COMPONENTS

Operational Service limits and Inspection intervals for individual components of the aircraft are specified in Appendix 1 to this document.

COMPONENT CONTROL

Component Control is accomplished by means of Computer Generated Task Sheets created by the company's computer Aircraft Recordkeeping Program. Each Controlled item shall be entered into the program with its approved Inspection/Overhaul Limits. The Records Manager shall be responsible to track Component Control. As each Inspection is completed and the aircraft is returned to service, the Records Manager will update the next maintenance time due on the Aircraft Flight Log so that Flight Crew Members can determine the amount of time remaining on the aircraft before the next item is due. Records Manager Duties and Responsibilities are outlined in the Company GOM.

TBO: ENGINE & ACCESSORIES

Reference the "Life Limits and Inspection Intervals" at the end of this document.

TBO: PROPELLER

Reference the "Life Limits and Inspection Intervals" at the end of this document.

MAINTENANCE LOG ENTRY

Whenever a maintenance procedure or inspection requires any disassembly of the aircraft it must have an airworthiness release IAW with FAR 135.443 prior to flight. An example of an appropriate log book entry for returning the aircraft to service is: *I certify that this* <description of inspection or work performed> *was performed was in accordance with the requirements of the CAMP for this aircraft and the company GMM; that so far as the work performed is concerned the aircraft is in condition for safe operation, no known condition exists that would render the aircraft unairworthy and that all items required to be inspected were inspected by an authorized person.* This release must be signed by an authorized certificated mechanic or repairman.

- Repairs or Modifications performed by FAA Approved Repair Stations may utilize their own approved Return to Service Statements.
- In accordance with FAR 135.443(d) and this program, the signature of an authorized certificated mechanic or repairman constitutes this certification.

INOPERATIVE EQUIPMENT

All installed equipment must be operational for aircraft inspected under this program except as provided by an FAA Approved Minimum Equipment List. For Specific information regarding equipment that may be inoperative consult the Approved MEL for each specific aircraft.

MAINTENANCE AWAY FROM HOME BASE

Procedures for maintenance away from home base are contained in the Company's General Operations Manual that is required to be available to flight crews during the operation of the aircraft.

MAINTENANCE PERSONNEL REQUIREMENTS

Reference the company's General Maintenance Manual for specific information regarding the qualification requirements of personnel who perform inspections, maintenance, repair and/or overhaul of the aircraft.

INFLIGHT SERVICING OF HYDRAULIC FLUID

Flight crews, including pilots, who have completed the company's FAA approved Training Program (which includes instruction for in-flight replenishment of hydraulic fluid) may add MIL-H-5606 type hydraulic fluid to the system reservoir in accordance with the instructions contained on a placard located near the fluid level sight gage during in-flight operations. The consumption of hydraulic fluid is ordinarily negligible. A record of fluid added must be kept on the aircraft flight log. The requirement for the addition of excessive amounts of fluid (i.e. more than 1 quart in 10 flight hours) must be recorded as a discrepancy. The hydraulic fluid reservoir has a capacity of 2.3 US Gallons.

SEAT RECONFIGURATION

These aircraft are in the category of "10 (passengers) or more" and therefore seat removal and installation by pilots is outside of the provisions found in § 43.3 (i).

If seat reconfiguration is accomplished by the holder of an Airframe Mechanic's Certificate who is not a pilot assigned to the aircraft, an entry should be made in the Discrepancy area "seat reconfiguration required" and the Corrective Action would be "configured the aircraft seating IAW the AFM and Company Weight & Balance Worksheet" with an appropriate signature & cert # in the discrepancy signoff column indicating that the aircraft is returned to service.

INSPECTION INTERVAL

In order to effectively and efficiently manage this program there are included provisions Service Windows for the following Inspections referenced in this program as listed below:

- **Service Check** is scheduled for each 25 flight hours. It must be accomplished no more than 30 hours from the previous Service Check. Each time the Service Check is completed it resets the scheduled interval for the next Service Check.

- The following checks may be performed within plus or minus 10 hours of the scheduled 100-hour interval. (Scheduling Window application)

    - **Number 1 Engine Inspection**
    - **Number 2 Engine Inspection**
    - **Number 3 Engine Inspection**
    - **Number 1 Airframe Inspection**
    - **Number 2 Airframe Inspection**
    - **Number 3 Airframe Inspection**

The Service Window provisions specifically **do not** apply to Airworthiness Directives, the Annual Avionics Inspection, the Hard Landing Inspection, the Lightning Strike Inspection or the Turbulent Air Inspection.

MAINTENANCE DEPARTMENT SQUAWK SHEET

Whenever discrepancies are noted by a mechanic performing an inspection associated with the continuous airworthiness of a Company Aircraft the Discrepancy Correction Form shown below may be utilized to document the discrepancy, corrective action and return to service. When completed the form (up to 4 discrepancies per page) are filed in the aircraft discrepancy record as a permanent part of the aircraft maintenance records.

Note: Discrepancies noted on the aircraft flight log require signoff and return to service even if the same discrepancy is noted, corrected and returned to service on the Discrepancy Correction Form however this signoff may simply reference the return to service on the other form.

TransNorthern Aviation - Discrepancy Correction Form

Aircraft: N _____ Aircraft Total Time: _____ Date: _____

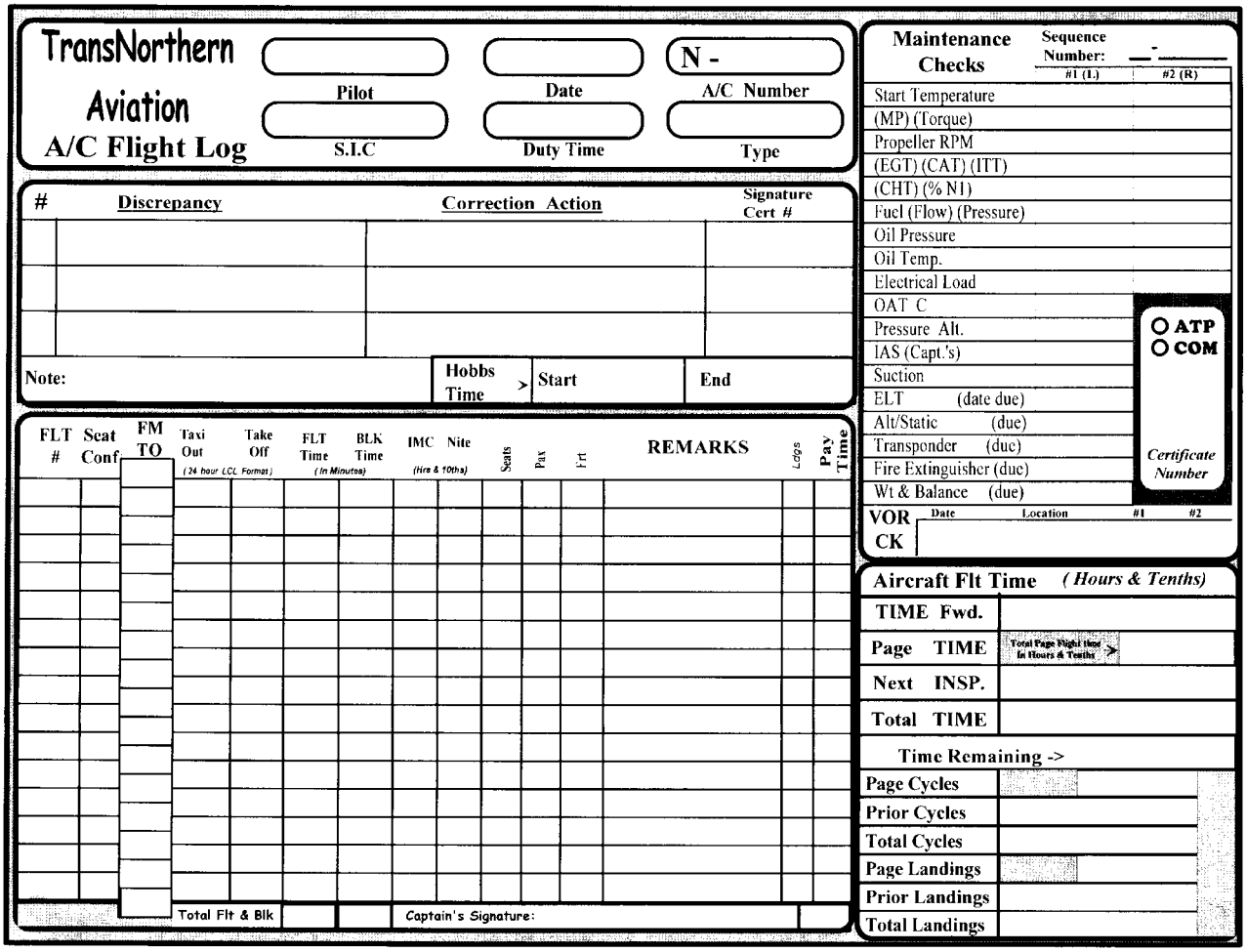
Number:	Discription of Discrepancy or work reqd:			
Entered by:				
Corrective Action or Work:				
	Part # OFF	S/N OFF	Mechanic Signature:	Inspector Signature:
	Part # ON	S/N ON	Cert#	Cert #
Number:	Discription of Discrepancy or work reqd:			
Entered by:				
Corrective Action or Work:				

AIRCRAFT FLIGHT LOG FORM

The flight log form is utilized to:

- Record Aircraft and Component Time in Service
- Record Trend Monitoring
- Record Discrepancies and Corrective Actions
- Record Seating Configurations
- Record Scheduled Maintenance Status
- Record Engine Oil Consumption
- Record the Status of the VOR Check required by FAR 91.171

Detailed instructions for completing the Company's Aircraft Flight Log Form are found in the General Operations Manual. NOTE: Actual form may differ but must contain all the referenced information – Reference Company GOM for current version and instructions for completion and retention.



WEIGHT AND BALANCE CONTROL

In order to maintain this aircraft in continuous airworthiness condition the following must be accomplished:

- The aircraft must be scale weighed at least every 36-calender months.

- Before weighing the aircraft a complete review of the Aircraft Equipment list must be performed and updated as required to reflect the condition of the aircraft at the time of weighing.

- Updated Aircraft Equipment List and record of Empty Weight and Balance shall be filed with the aircraft maintenance records a copy of these documents shall be maintained in the aircraft. The operator must revise all Weight and Balance Worksheets to reflect the new actual Empty Weight and Center of Gravity for all approved Aircraft Passenger or Cargo Configurations. (Previous copies of Weight and Balance Worksheets may be destroyed)

- Actual weighing of the aircraft should be performed in a closed hanger with the temperature maintained at 59◦ F (+/- 10◦) for a minimum of 3 hours prior to weighing.

- Scales must be of sufficient capacity and have been calibrated within the preceding 12 calendar months.

- The aircraft empty weight and center of gravity may be determined by any one of the following methods.

    - IAW with Army Document AN 01-1B-40 & AC43.13-1B Ch. 10 Sec 2
    - IAW with Airspace Systems “Tail Down Weighing Procedure”
    - IAW with Navy T.O. 01-1b-47

- A report must be completed (See example next page) describing the conditions of Scale Weighing and the results. Current copies of this form must be maintained in the Permanent Aircraft Record and onboard the aircraft.

- Changes to the empty weight and center of gravity to the aircraft that do not require scale weighing must be documented on a Weight & Balance Change form. Current copies of this form must be maintained in the Permanent Aircraft Record and onboard the aircraft. (See example next page)

Aircraft Weighing and C.G. Calculation Form

Aircraft Type:	Douglas R4D-8Z
Aircraft Registration	**N32TN**
Aircraft Serial Number	43301
Weighing Location:	Anchorage, Alaska
Weighing Date:	20-Mar-02

Conditions at time of Weighting

Reference Equipemnt List this date for Actual Items Installed
Oil tanks filled to 25 gal per side (Normal Operating Level)
All Fuel Tanks Empty (Unusable "System Fuel w outer wing tanks" fm TC 6A2 added
No seats installed in Main Cabin
Crew and 2 Jump seats (PN CR6350) Installed
Cabin Removable Step Stowed on Aft Bulkhead
Aircraft in Hanger - Alcohol Tanks Empty
Arms & Procedure IAW with Army Document AN 01-1B-40 & AC43.13-1B Ch 10 Sec 2

Equipment used: Intercomp PT300 SN 127524 / 127556 & 127525
Certified by Phillips Scale Co.

ITEM	Weight	Arm	Moment
Left Main (Corrected for Tare)	8,850	219.32	1,940,982
Right Main (Corrected for Tare)	9,190	219.32	2,015,551
Nose or Tail (Corrected for Tare)	1,530	667.88	1,021,856
Total as Weighed	**19,570**	**254.39**	**4,978,389**
Fuel [Unusable] [Ref TC 6A2 102 (c) and NC	92	225.50	20,746
Oil - Normal for all flight operations (25 gal /	0		0
		Total ->	4,999,135
Corrected Empty Weight	**19,662**		
Maximum Weight (w/o Autofeather)	29,325	w/ autofeather 31,900	
Useful Load	**9,663**	**12,238**	
Empty Weight Center of Gravity	**254.25**		

Mechanic Name **Signature** **Cert Num** **Date**

Example of Scale Weighing Report

Aircraft Weight and Balance Record

Aircraft #: N32TN **Aircraft Model: R4D-8Z** **Aircraft Serial #:43301**

Date	Item #		Description of Article or Modification	Weight Change						Runnding Basic Empty Weight		
				Added (+)			Removed (-)					
	In	Out		Wt. (lb.)	Arm (in.)	Moment	Wt. (lb.)	Arm (in.)	Moment	Wt. (lb.)	Arm (in.)	Moment
21-Jun-02			Last Weight and Balance Calculation							19,467.3	253.28	4,930,650
	X		King KR87 ADF	2.70	5.0	14			0	19,470.0	253.24	4,930,663
	X		King KA 44B ADF Antenna	3.20	80.0	256			0	19,473.2	253.22	4,930,919
	X		King KI 227 ADF Indicators (2 installed)	0.80	5.0	4			0	19,474.0	253.21	4,930,923
										19,474.0	253.21	4,930,923
										19,474.0	253.21	4,930,923
										19,474.0	253.21	4,930,923
										19,474.0	253.21	4,930,923
										19,474.0	253.21	4,930,923
										19,474.0	253.21	4,930,923
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										19,474.0	253.21	4,930,923
										19,474.0	253.21	4,930,923
			Total Weight IN / OUT -->	**6.70**			**0.00**					

Mechanic's Signature: _____
Mechanic's Cert #: _____
Date: _____

New Empty Weight:	19,474.0
New Moment:	4,930,923.4
New C.G.:	253.21

Note: *See AC Logs for previous Sacle Weight and Balance Calculations*

Example of Weight & Balance Change Form

AIRWORTHINESS DIRECTIVES

The company shall maintain a list of all one time Airworthiness Directives and Mandatory Service Bulletin compliance with or in the Aircraft Log Books.

The company shall maintain the current status of all Recurrent Airworthiness Directives by utilizing the Fleet Status II program to product Task Sheets and file completed Task Sheets in the Aircraft's "Continuous Maintenance Status" Binder.

ANNUAL AVIONICS INSPECTION

Avionics maintenance and inspection will be established, maintained and recorded by FAA approved avionics repair station or certified mechanic. A complete Avionics Inspection shall be accomplished each 12 calendar Months.

An avionics repair station must provide records, tags, etc., to the company's principal base of operation at the completion of any and all work or inspections accomplished in addition to completing the Avionics Inspection Form.

The company will file and make available all records at the principal base of operations.

All maintenance, repairs, or component changes will be entered on a Company Discrepancy Form for record keeping purposes and proper maintenance release.

Any avionics component change or repair will require an operational check of the system and/or component before release for service.

Transponder component changes will require a system check per FAR 43 Appendix F, and FAR 91.413 (if applicable) as part of the ground operational check required prior to release to service.

Tests required by FAR 91.411, 91.413 will be performed within 24 calendar months and documented on a Task Sheet. Such tests must be conducted by persons properly trained and utilizing appropriate, calibrated equipment.

A **Functional Check** is defined as a test to determine whether unit has power and gives an indication of function.

An **Operational Check** is defined as a test to determine that in addition to the items defining function that the indications are as expected or correct. An operational check will therefore require in the case of navigation radios, that a signal generator or a known position to a radio aid is used. For communications equipment, an operational check will require that two-way communication is verified with another station, portable unit or base radio. For a transponder, the proper code and

ident must be tested by an avionics repair station, or verified by ATC on the ground if possible, or as an air check if necessary.

REQUIRED INSPECTION ITEMS (RII)

Work items which, if improperly done or if improper parts are used, could endager the safe operation of the aircraft are considered RII items. Items such as installation, rigging and adjustments of flight controls, installation of Required Inspection Items and repair of major structural components, installation of an engine, propeller and overhaul or calibration of components such as engines, propellers, transmissions, and gearboxes are examples of items requiring RII inspections prior to being returned to service.

Aircraft maintained under this CAMP that are certified for 10 or more passenger operations must incorporate Required Inspection Items (RII). Required Inspection Items must be checked after work is accomplished but before the aircraft is returned to service by company RII authorized personnel. NOTE: The Company GMM contains standards for certification, training, qualifying and authorizing RII company inspection personnel. It also describes the Inspections Department supervision and control system. The Inspections Department shall maintain a list of persons identified by name, occupational title and the inspections they are authorized to perform IAW with the GMM.

The following inspection items as described on the checklists contained in this document are "RII" and require Inspection before return to service. Any time the RII Column on an inspection checklist is not marked with "N/A" or blanked out an Inspector must inspect and initial the item.

Item	Check list(s) effected:
Engine Control Inspection	#1 Engine
Safeties Inspection	#2 Engine, #3 Engine
C-4 Strainer Inspection	#3 Engine
Oil Screen & Rocker Sump	#1 Engine
Crew Seats Inspection	#1 Airframe, #2 Airframe, #3 Airframe
Gear Retraction / Inspection	#3 Airframe
Wing Attach Angle Inspection	#3 Airframe
Inspector's Approval	#1 Engine, #2 Engine, #3 Engine, #3 Airframe
Return to Service	#1 Engine, #2 Engine, #3 Engine, #1 Airframe, #2 Airframe, #3 Airframe

Additional items requiring RII (during inspection OR repair OR replacement)

- propeller replacement
- engine QEC buildup
- engine replacement
- carburetor replacement
- propeller governor replacement
- re-rigging of a landing gear
- reinstallation or rerigging of any control surfaces
- all repairs requiring FAA Form 337

PROPELLER Change Check List

Note: Removal and Installation procedures are contained in AN 01-40NK-2 Section V Page 405, Paragraph 5-202 (for removal) and 5-203 for Installation – Review this section before beginning propeller removal or installation.

Item	***Work to Accomplish - Propeller REMOVAL***	Mech	RII
a	Install the propeller sling		
b	Remove dome assembly		
b1	remove dome breather hold lock wire and nut - drain oil from dome		
b2	remove dome retaining nut lock screw cotter pin and remove nut lock screw		
b3	back off the dome retaining nut. Lift off the dome assembly, using care not to damage the distributor valve assembly		
b4	if there are any preloaded shims in the hub consult maintenance manual		
b5	remove the propeller retaining nut lock wire.		
b6	back off the propeller retaining nut 2 or 3 turns then remove the distributor valve from the prop shaft.		
c	Unscrew the propeller retaining nut		
d	Cover the propeller shaft with a thread protector cap.		
e	Remove the nub and blade assembly from the engine propeller shaft and remove the rear cone.		
f	Cover the engine propeller shaft until installation of the propeller.		
	Work to Accomplish - Propeller INSTALLATION		
a	Install the rear cone on the shaft, moving it aft until it contacts the engine prop shaft thrust bearing nut.		
b	Apply a thin film of engine oil to the propeller shaft threads		
c	Cover the prop shaft threads with a protective cap.		
d	Hoist the prop in position that will assure alignment with the blank spline and install the propeller on the shaft		
e	Remove the thread protection cap		
f	Apply a thin film of engine oil to the threads on the inner diameter of the propeller retaining nut		
g	Install the front split cone		
h	Turn the blades into reverse pitch so that the thread position of the blade gear segments moves down into the hub		
i	Start and tighten the propeller retaining nut on the propeller shaft to a torque of from 1000 to 1600 foot-lbs.		
j	Install the hub snap ring		
k	Install the distributor valve by checking to make certain that the copper seal and the distributor plate are in place against the adapter flange inside the prop shaft. Install the oil transfer plate and shaft oil seal. Apply a thin film of engine oil to the threads on the base of the valve. Screw the valve into the prop shaft by hand. Tighten the distributor valve into the prop shaft with a force of 100-200 ft.lbs. While this force is being maintained, strike the bar near the wrench with one light plow and repeat until one of the slots on the distributor valve housing is in align with the hole in the prop shaft to which a slot in the prop retaining nut was previously lined up. SEE NOTE in AN 01-40NK-2 Sec V page 406.		
l	Install the prop retaining nut lock wire with is head placed thru the retaining nut slot, propeller shaft hole and into the distributor valve housing slot spline grove. Turn each prop blade by hand to the feathered position, aligning the 88-degre mark on the blade shank with the scribed mark on the inner edge of the barrel shelf. Install the propeller dome.		
m	Note - after test flight remove the propeller dome assembly and loosen the propeller retaining nut slightly and retorque to 1000 - 1600 ft. lbs. Reinstall the dome assembly.		
n	UPDATE FSII Task Sheet for Propeller Installation		

ENGINE Change Check List

Item	***Work to Accomplish - ENGINE REMOVAL***	Mech	RII
	Before removing engine for storage accomplish preservation procedures		
a	Remove engine accessory cowling segments and anti-drag rings		
b	Remove propeller		
c	Place fire shutoff valve control in the OFF position - Drain oil from oil cooler drain plug		
d	Disconnect oil supply pipe at firewall and cap pipe.		
e	Disconnect oil return pipe at firewall and cap pipe.		
f	Disconnect oil vent pipe at firewall.		
g	Disconnect fuel supply pipe at firewall and cap pipe.		
h	Disconnect the carburetor vapor vent return pipe at firewall.		
i	Disconnect the propeller feathering oil pipe at firewall.		
j	Disconnect the vacuum pump suction pipe at firewall.		
k	Disconnect the vacuum pump air pressure pipe at firewall.		
l	Disconnect the hydraulic pressure and suction pipes at firewall.		
m	Disconnect engine section fire extinguisher distribution pipe at firewall.		
n	Disconnect direct-reading instrument pipes, including oil pressure, fuel pressure and manifold pressure at firewall.		
o	Disconnect the propeller and carburetor alcohol anti-icing fluid pipe at firewall.		
p	Disconnect ignition, starter, and generator electrical conduits at firewall.		
q	Disconnect 2 fire detector electrical cables at firewall.		
r	Disconnect electrical ground cable at firewall.		
s	Disconnect the carburetor air induction door cable at the quick-disconnect pulley at the carburetor.		
t	Disconnect the propeller control cables at the quick-disconnect pulleys at the firewall.		
u	Disconnect the throttle and mixture control cables at the quick-disconnect pulleys at the bracket mounted on the left side of the engine.		
v	Disconnect the generator blast tube shutoff valve control cable at the valve.		
w	Disconnect the main electrical conduit running to the engine junction box at firewall.		
x	Attach hoist sling to the two engine mount hoist eyes and to the propeller shaft.		
y	Loosen nuts on the four engine mount bolts, but do NOT remove them.		
z	Remove the lower engine mount bolts. Make certain that all parts of the engine are disconnected and clear, and that the hoist attachments are tight.		
aa.	Remove the two upper engine mount bolts and swing the engine forward and up.		

Item	***Work to Accomplish - QEC ENGINE INSTALLATION***	Mech	RII
	NOTE: Utilize the "Power Plant and related Systems Bolt Torque Value Chart" in Maintenance Manual.		
	Confirm Serial Number of engine to be installed.		
a	Attach hoist sling to the two engine mount hoist eyes and to the propeller shaft.		
b	Lift engine into position and Install the two upper engine mount bolts.		
c	Install the lower engine mount bolts.		
d	Install nuts on the four engine mount bolts, NOTE: when installing engine mount attach bolts at the firewall, torque each of the four bolts to 1620 to 1660 inch-pounds before installing safety wire.		
e	Reconnect the main electrical conduit running to the engine junction box at firewall.		
f	Reconnect the generator blast tube shutoff valve control cable at the valve.		
g	Reconnect the throttle and mixture control cables at the quick-disconnect pulleys at the bracket mounted on the left side of the engine.		
h	Reconnect the propeller control cables at the quick-disconnect pulleys at the firewall.		
i	Reconnect the carburetor air induction door cable at the quick-disconnect pulley at the carburetor.		
j	Reconnect electrical ground cable at firewall.		
k	Reconnect 2 fire detector electrical cables at firewall.		
l	Reconnect ignition, starter, and generator electrical conduits at firewall.		
m	Reconnect the propeller and carburetor alcohol anti-icing fluid pipe at firewall.		
n	Reconnect direct-reading instrument pipes, including oil pressure, fuel pressure and manifold pressure at firewall.		
o	Reconnect engine section fire extinguisher distribution pipe at firewall.		
p	Reconnect the hydraulic pressure and suction pipes at firewall.		
q	Reconnect the vacuum pump air pressure pipe at firewall.		
r	Reconnect the vacuum pump suction pipe at firewall.		
s	Reconnect the propeller feathering oil pipe at firewall.		
t	Reconnect the carburetor vapor vent return pipe at firewall.		
u	Reconnect fuel supply pipe at firewall and cap pipe.		
v	Reconnect oil vent pipe at firewall.		
w	Reconnect oil return pipe at firewall and cap pipe.		
x	Reconnect oil supply pipe at firewall and cap pipe.		
y	Service Oil System with 25 gallons of Oil. Move Fire shutoff valve control in the ON position.		
z	Reinstall propeller		
aa	Install engine accessory cowling segments and anti-drag rings		
bb	Comply with CAMP Engine Inspection(s)		
cc	Complete Log Book Entry Paperwork and FSII Task Sheets		
	END OF LIST		

ENGINE QEC Buildup Check List

TransNorthern Wright 1820 Engine QEC BUILD-UP

	Work	Mech	Insp
1	Inspect Eninge mount for servicability.		
2	Install Serviceable Diaphragm and Exhaust Shroud		
3	Mount engine to mount with new or serviceable shock bushings and biscuit washers, including collector ring brackets. Torque Mounting bolts to 42 Ft/Lb. and safety.		
4	Bond Engine to Mount		
5	Install Servicable spark plugs in all cylinders with Thermocouple under No. 1 Rear Plug. Torque Plugs to 45 Ft/Lb.		
6	Install Propeller Governor, Bracket and control Cable Assembly Record S/N on Component Record with P/W.		
7	Install Generator - Record S/N on Component Record with P/W.		
8	Install Tachometer Generator - Record S/N on Component Record with P/W.		
9	Install Starter - Record S/N on Component Record with P/W.		
10	Install Vacuum Pump C/W with AD52-25-01 (see below) - Record S/N on Component Record with P/W.		
11	Install Hydraulic Pump - Record S/N on Component Record with P/W.		
12	Install Fuel Pump - Record S/N on Component Record with P/W.		
13	Install Carburetor, Support Bracket and Air Scoop Adapter, with Screen - Record S/N on Component Record with P/W.		
14	Install Plubming to Engine Propeller Feathering Line (Comply with AD 55-15-03 - see below) Install Hydraulic, Fuel, Oil, Vacuum, fuel pressure, oil pressure, mainfold pressure, carburetor fuel vent and primer lines. Install Carburetor and Propeller Alcohol Lines, if used.		
15	Install Fire Extinguisher Plumbing		
16	Install Oil and Carburetor heat temperature bulbs		
17	Install Electrical harness, including Thermo-couple and connect engine end.		
18	Install Fire Detectors and Harness		
19	Install Exhaust Collector Stacks		
20	Install Propeller Anti-icer nozzle and plumbing		
21	Install Oil Pressure Transmitter and plumbing, if so equipped		

TransNorthern Engine COMPONENT RECORD

Engine S/N: _____ Engine TSO: _____ Date: _____

	COMPONENT	Part Number	Serial Number	TSO
1	Engine			
2	Engine Mount			
3	Left Magneto			
4	Right Magneto			
5	Prop Governor			
6	Generator			
7	Starter			
8	Carburetor			
9	Fuel Pump			
10	Vacuum Pump			
11	Hydraulic Pump			
12	Oil Cooler			
13	Oil Regulator			
14	Tach Generator			
15	Propeller Feathering Motor			
16	Propeller			

Mechanic: _____ Cert No.: _____ Date: _____

RII: _____ Cert No.: _____ Date: _____

PREFLIGHT INSPECTION – *Prior to the first flight of the day this is a visual check to determine that no condition exists that would render the aircraft unairworthy*

Check fuselage exterior for condition. Check belly skin for evidence of fuel or hydraulic leaks.	☐
Check Engine fire bottle blow out disks (Gauge pressure for CO^2 Systems)	☐
Check Flaps and ailerons for condition. Check for fuel/ hydraulic leaks at wing and flap wells.	☐
Drain all fuel sumps and strainers.	☐
Check main landing gear, wheel wells and nacelles for any visible damage, foreign objects, fuel, oil and hydraulic leaks. Check brakes for leaks.	☐
Check engines for fuel, oil, and hydraulic leaks. Check power packages and cowling for condition.	☐
Check propeller for general condition and signs of damage.	☐
Check tail wheel for general condition.	☐
Check empennage for general condition	☐
Check static wicks.	☐
Check windshields for cleanliness, ice or frost.	☐
During winter months, check exterior a/c for frost, ice, or snow.	☐
Check cockpit and instruments for general condition. Check Compass Correction Card for security and legibility.	☐
Check hydraulic fluid quantity.	☐
Check alcohol quantity.	☐
Check seat belts for condition/security.	☐
Check cabin interior for general condition/security.	☐
Check cockpit and cabin fire extinguishers for condition & currency & in date.	☐
Check condition & security of Crash Ax, 1st Aid Kit (refill Kit if Seal is broken)	☐
IF installed or required for a specific flight; Check Life Vests, Life Rafts and Pyrotechnic Signaling Devices for date, required quantity & condition.	☐
Check A/W Certificate, Registration, FCC License (if applicable), Ops Manual, MEL, CAMP, Charts, Plates, and Aircraft Flight Manual for currency.	☐
Check and Restock spare fuses & lamps.	☐
Check Headsets & Microphones for condition.	☐
Check Cockpit lighting.	☐
Check Previous Fight logs for Maintenance Discrepancies.	☐

N-_____

SERVICE CHECK

1. Squawks Noted (to be checked on ground run) _____
2. Oil Quantity Checked and Filled to 25 gal per side. _____
3. Gear Lock Pins Installed. _____
4. Cowling Secured. _____
5. Wheels Chocked. _____
6. Ladder Stowed & Doors Closed. _____
7. Hydraulic Fluid Quantity Checked. _____
8. Circuit Breakers Checked. _____
9. Firewall Shut-off Valves OPEN. _____
10. Pilot's BEFORE START CHECKLIST Complete. _____
11. Control Positioning Complete. _____
12. Manifold Pressure Noted. Left _____ Right _____ _____
13 Aircraft t & Area Clear. _____

NOTE: PREOIL Required if > 12 hours since last engine start. Drain Cyl Oil if >72 hrs.

Start sequence - Right, Left. Do not exceed 1000 RPM. _____
1. Hydraulic Pressure & Vacuum. _____
2. Oil Pressure (within one min. max.) _____
3. Flap Operation & Hyd. Pres. Regulator Operation. _____
4. Battery & Generator Switches On. _____
5. Ignition Off Check. _____
6. Fire Warning Test. _____
7. Cowl Flap Operation (Cycle, OPEN, OFF) _____
8. Fuel Selector Valve Check. _____
9. Deicer Operation. _____

NOTE: Oil Temperature **MINIMUM 45** deg. C & cylinder head temperature **120** deg. C before running up engines.
NEVER EXCEED 250 deg. C cylinder head temperature during maintenance operations.

10. MIXTURES – AUTO RICH
11. At 1500 RPM, Check Prop Operation & Feathering check. _____
12. At 2000 RPM, Check Fuel Pressure (15-25 PSI) _____
13. At 2000 RPM, Check Oil Pressure (50-90 PSI) _____
14. At 2000 RPM, Check Oil Temperature (40-80 deg. C.) _____
15. At 2000 RPM, Cylinder Head Temp. (260 deg. C. Max) _____
16. At 2000 RPM, Vacuum Pressure (4.5-5.0 Inches Hg) _____
17. Set to Field Barometric Pressure and check 2300 RPM(+/- 50 RPM) Next Check MAGs (Max Drop 75 RPM (Record Field Baro _____" Hg.) _____
18. At 1800 RPM, Check Generator Output (28 V, Amps 5% Diff.) _____
19. At 2100 RPM / 30" MP, Propeller and Throttle Sync (1/4" Diff.) _____
20. At 1000 RPM, Check Carb. Heat & Carb. Alcohol. _____

Page 2 of 2

21. Check Idle RPM & Mixture. (650 + 50) _____
22. At 54.5" MP, Check RPM (2800 RPM, +/- 0) (Full Power Check) _____
23. 1200 RPM 1 min. Oil Scavenging then idle engines
    Cut Right Engine, Check Hyd. Press.& Vac Left Engine. _____
24. Inspect for Oil Leaks after Engine Run-up. _____
25. Avionics and Electrical System Squawks noted (including deferred) _____
26. Check antennas & masts for condition & security _____
27. Check all antennas for mechanical and electrical security _____
28. Clean Insulators _____
29. Check feedthrus for security and condition _____
30. Check antenna coaxial plugs and fittings for tightness at feedthrus _____
31. Check radio rack and shock mount and mounting plates for security, condition of shocks and tightness of ground straps. Check knurled nuts and clamping mechanisms for condition and operation. Check rack mounted plugs for any evidence of damage or arcing. Check guide pins in back of rack for proper spring action. If sticking, clean and lubricate. _____
32. Check control heads for proper frequency selection, and freedom of operation. Lubricate where necessary. _____
33. Check volume control and squelch. _____
34. Check instruments. _____
35. Check VOR/ILS system. Check Condition of Receivers, channeling, audio, condition of pointers (centered) on Indicators and Marker Beacon Self test for lights and audio. _____
36. Check presence and condition of placards _____
37. Check junction boxes _____
38. Check VHF Communications systems (Function Check per P 19) _____
39. Check DME operation. (Function Check per P 19) _____
40. Check GPS operation. (Function Check per P 19) _____
41. Check ELT for security, operation, and battery dates _____
42 Complete Task Sheet

AIRCRAFT N _____

SERVICE CHECK COMPLETE **Date: _____**

Aircraft Total Time _____
Left Engine TSO _____
Right Engine TSO _____

Current Heater Hobbs: _____
Time till Next Insp: _____

I certify that this check was performed was in accordance with the requirements of the CAMP for this aircraft and the company General Maintenance Manual; that so far as the work performed is concerned, the aircraft is in condition for safe operation; and that no known condition exists that would render the aircraft unairworthy.

Mechanic _____ *Cert Number:* _____

ENGINE GROUND CHECK

To be completed after each 100 Hour Engine Inspection.

Utilize the 25-Hour Ground Check Form Items # 1 through #24 only.

NUMBER 1 ENGINE INSPECTION

Page 1 of 3

			LEFT	RIGHT	RII
1.	COWLING REMOVAL INSPECTION				N/A
	A.	REMOVE RING COWLING AND ACCESSORY COWLING.			N/A
	B.	CLEAN COWLING.			N/A
	C.	INSPECT COWL FLAPS.			N/A
	D.	CHECK FOR LOOSE OR WORN BOLTS AND CRACKED BRACKETS.			N/A
2.	OIL SCREEN INSPECTION				
	A.	REMOVE OIL SCREEN CATCHING THE OIL TO INSPECT FOR METAL			N/A
	B.	CHECK FOR METAL IN SCREEN			N/A
	C.	WASH THE SCREEN IN SOLVENT AND REINSTALL USING A NEW GASKET			N/A
	D.	REMOVE THE ROCKER SUMP PLUG CATCHING THE OIL AND CHECK BOTH FOR METAL			N/A
	E.	WASH THE PLUG & SCREENS IN SOLVENT AND REINSTALL USING A NEW CRUSH GASKET AND SAFETY			
3.	PROPELLER INSPECTION				
	A.	INSPECT PROPELLER FOR SAFETY AND SECURITY OF DOME RETAINING NUT AND DOME PLUG			N/A
	B.	CHECK BLADES, ANTI-ICE SLINGER RING, AND NOZZLE FOR CRACKS; DE-ICE BOOTS FOR ABRASION AND CONDITION.			N/A
4.	MAGNETOS, PROPELLER GOVERNOR INSPECTION				
	A.	CHECK MAGNETO MOUNTING AND P LEAD CONNECTION AND CONDITION OF P LEAD BREEZE CABLE			N/A
	B.	CHECK GOVERNOR CONTROL CABLE FOR CONDITION AND SECURITY			N/A
	C.	INSPECT FORWARD SECTION OF ENGINE FOR OIL LEAKS			N/A
5.	SPARK PLUG INSPECTION				N/A
	A.	INSPECT LEADS AND HARNESS			
	B.	REMOVE SPARK PLUGS			N/A
	C.	PERFORM COMPRESSION CHECK USE FORM #3			N/A
	D.	INSTALL NEW/RECONDITIONED SPARK PLUGS (TORQUE TO 330 [+-30] IN. LB.)			N/A
	E.	CHECK THAT GROMMETS ARE IN PLACE IN ALL BAFFLES			N/A

		LEFT	RIGHT	RII
6.	ACCESSORY SECTION INSPECTION A. CHECK ALL LINES, CLAMPS, BRACKETS AND FITTINGS FOR TIGHTNESS AND CONDITION			N/A
	B. CHECK ALL ACCESSORIES FOR SECURITY OF MOUNTING AND LEAKS			N/A
7.	POWER SECTION INSPECTION A. CHECK PUSH ROD COVERS FOR LEAKS			N/A
	B. CHECK ROCKER BOX COVERS FOR LEAKS			N/A
	C. INSPECT INTAKE PIPES FOR LEAKS, ESPECIALLY AT GLAND NUTS			N/A
	D. INSPECT EXHAUST SYSTEM. CHECK FOR LEAKS, CRACKS OR ANY SIGN OF FAILURE			N/A
8.	ENGINE MOUNT INSPECTION A. ENGINE MOUNTS WILL BE INSPECTED FOR DAMAGE, FATIGUE, OR FAILURE			N/A
	B. CHECK ALL BONDINGS FOR CONDITION AND SECURITY			N/A
9.	FIRE DETECTION/EXTINGUISHING INSPECTION A. INSPECT DETECTORS AND WIRING FOR CONDITION AND SECURITY			N/A
	B. CHECK FIRE EXTINGUISHER BOTTLES AND LINES FOR SECURITY, AND PROPER CONNECTIONS			N/A
	C. CHECK CO2 INSPECTION DUE			N/A
	D. CHECK BLOW OUT DISC INDICATORS			N/A
10.	ENGINE CONTROL INSPECTION A. WITH MECHANIC OPERATING THE CONTROLS, INSPECTOR WILL CHECK FULL THROTTLE MOVEMENT, BLOWER HIGH AND LOW POSITION; CARBURETOR MIXTURE, AUTO LEAN, AUTO RICH, AND IDLE CUT-OFF POSITION; PROPELLER CONTROL FULL MOVEMENT; AND COWL FLAPS FOR FULL MOVEMENT			
	B. CHECK FOR LOOSE OR WORN CONTROLS AND BEARINGS			N/A
11.	FUEL SYSTEM INSPECTION A. PLACE AN APPROVED CONTAINER UNDER BLOWER DRAIN, AND PRESSURIZE ENGINE FUEL SYSTEM			N/A
	B. CHECK ALL FUEL LINES, PRIMER, PRIMER LINES, FUEL PUMPS, PRESSURE INDICATOR LINES AND THE CARBURETOR FOR LEAKS			N/A
12.	CARBURETOR INSPECTION A. CHECK CARBURETOR ADAPTER AND AIR SCOOP FOR CRACKS, GENERAL CONDITION AND SECURITY			N/A

		LEFT	RIGHT	RII
13.	INSPECTORS APPROVAL A. HAVE INSPECTOR APPROVE THE ABOVE WORK AND GIVE O.K. TO COWL WITH THE EXCEPTION OF NON ROUTINE WORK TO BE COMPLETED BEFORE COWLING			
14.	INSTALL COWLING A. INSTALL AND SECURE ALL COWLING			N/A
15.	ENGINE GROUND CHECK A. COMPLETE ENGINE GROUND CHECK FORM			N/A
16.	RELEASE TO SERVICE A. COMPLETE THE TASK SHEET FOR THIS EVENT.			
17	UPDATE AIRCRAFT FLIGHT LOG FOR NEXT INSPECTION TIME			N/A

NUMBER 1 ENGINE INSPECTION COMPLETE **Date: _____**

Aircraft Total Time _____ **Aircraft – N_____**

Left Engine TSO _____ **Right Engine TSO _____**

Left Propeller TSO _____ **Right Propeller TSO _____**

I certify that this inspection was performed was in accordance with the requirements of the CAMP for this aircraft and the company General Maintenance Manual; that so far as the work performed is concerned, the aircraft is in condition for safe operation; and that no known condition exists that would render the aircraft unairworthy.

Mechanic _____ *Cert Number:* _____

Inspector _____ *Cert Number:*_____

NUMBER 1 AIRFRAME INSPECTION

			MECH	RII
1.	FUSELAGE INSPECTION			
	A.	THE FUSELAGE STRUCTURE SHALL BE CHECKED VISUALLY FOR GENERAL CONDITION AND FOR POSSIBLE EXTERNAL DAMAGE BY ICE, BIRDS OR VEHICLES		N/A
	B.	THE INTERIOR SHALL BE CHECKED VISUALLY FOR GENERAL CONDITION AND FOR POSSIBLE INTERIOR DAMAGE		N/A
2.	WING INSPECTION			
	A.	CHECK THE WING FOR GENERAL CONDITION AND ANY SIGNS OF POSSIBLE DAMAGE		N/A
	B.	CHECK THE DE-ICER BOOTS FOR DAMAGE		N/A
	C.	CHECK AILERONS FOR CONDITION, DAMAGE AND SECURING		N/A
3.	CENTER SECTION INSPECTION			
	A.	CHECK CENTER SECTION FOR GENERAL CONDITION, FUEL AND HYDRAULIC LEAKS		N/A
	B.	CHECK FLAPS FOR LOOSENESS, CONDITION AND SECURITY OF LINKAGE		N/A
	C.	CHECK NACELLE EXTERIOR AREA FOR DAMAGE AND CONDITION		N/A
4.	EMPENNAGE INSPECTION			
	A.	CHECK ELEVATOR AND RUDDER INSTALLATION FOR DAMAGE AND CONDITION. CHECK DAMAGED FABRIC, AND ALIGNMENT		N/A
	B.	CHECK THE STABILIZERS AND VERTICAL FIN FOR DAMAGE AND CONDITION		N/A
5.	FLIGHT CONTROLS INSPECTION			
	A.	REMOVE ALL CONTROL LOCKS		N/A
	B.	OPERATE THE RUDDER AND RUDDER TAB THROUGH THEIR FULL TRAVEL, CHECKING FREEDOM OF OPERATION, AND PROPER DIRECTION OF MOVEMENT		N/A
	C.	OPERATE THE AILERONS AND AILERON TABS THROUGH THEIR FULL TRAVEL, CHECKING FOR FREEDOM OF OPERATION AND PROPER DIRECTION OF MOVEMENT		N/A
	D.	SET ALL FLIGHT CONTROLS AND TABS BACK TO NEUTRAL POSITION		N/A
	E.	REPLACE CONTROL LOCKS		N/A
	F.	ANY INDICATION OF BINDING OR RUBBING DURING THIS CHECK WILL BE CHECKED AND CORRECTIVE ACTION TAKEN		N/A

		MECH	RII
6.	FUEL SYSTEM INSPECTION A. THIS CHECK WILL INCLUDE ALL COMPONENTS FOR THE FUEL SYSTEM THAT ARE NOT AHEAD OF THE FIREWALL. "CAUTION WILL BE TAKEN SO THAT NO FIRE HAZARDS EXIST". CHECK THAT BOTH ENGINE FUEL SYSTEMS AND AIRCRAFT FUEL SYSTEM ARE IN CONDITION TO BE PRESSURIZED		N/A
	B. TURN FUEL PUMPS ON AND PRESSURIZE BOTH SIDES. EACH TANK WILL BE SELECTED IN TURN AND INSPECTION MADE OF LINES, FITTINGS, AND BOOSTER PUMPS IN CENTER WING AND NACELLES. IF LEAKS ARE DETECTED CORRECTIVE ACTION WILL BE TAKEN		N/A
	C. SELECT OFF POSITION FOR BOTH FUEL PUMPS AND FUEL TANKS		N/A
7.	ANTI-ICE SYSTEM INSPECTION A. CHECK THE CONDITION AND SERVICE THE ALCOHOL TANK, CHECK ALL LINES AND UNITS FOR LEAKS AND CONDITIONS		N/A
8.	CLEAN CABIN AND FLIGHT DECK A. CHECK THAT CABIN AND FLIGHT DECK IS CLEAN AND TOOLS AND LOOSE HARDWARE HAVE BEEN REMOVED		N/A
9.	CREW SEATS INSPECTION A. CHECK SEATS FOR PROPER INSTALLATION AND SECURITY, CLEANLINESS AND PROPER OPERATION. CHECK THAT EACH SEAT IS EQUIPPED WITH A CLEAN AND SECURE SEAT BELT		
10.	FIRE EXTINGUISHER INSPECTION A. CHECK THAT PORTABLE CO2 BOTTLES ARE PROPERLY INSTALLED AND THAT SEALS ARE NOT BROKEN. IF SEAL IS FOUND BROKEN REPLACE EXTINGUISHER		N/A
11.	FIRE BOTTLES A. WEIGHT CHECK EACH AIRFRAME MOUNTED FIRE BOTTLE AT LEAST ANNUALLY. CHARGE WEIGHT = 12.5LBS (+/-5%)		N/A
12.	INSTRUMENTS INSPECTION A. CHECK FOR LOOSE INSTRUMENT FACE GLASSES AND PROPER RANGE MARKINGS. CHECK GENERAL CONDITION AND SECURITY OF INSTRUMENTS AND PANEL		N/A
13.	NACELLE INTERIOR INSPECTION A. CHECK TIRE PRESSURE FOR PROPER INFLATION, CONDITION OF TIRE, CONDITION AND INFLATION OF STRUTS, HYDRAULIC LEAKS ON THE RETRACT CYLINDER AND BRAKE SYSTEM. CHECK BRACES AND CASTING ON SPAR, AND GEAR DOORS, IF INSTALLED		N/A

		MECH	RII
	NACELLE INTERIOR INSPECTION Continued.		N/A
	B. CHECK NACELLE INTERIOR PLUMBING FOR LEAKS, LINE CHAFING, AND POSSIBLE DAMAGE		N/A
	C. CHECK THE CO2 SYSTEM FOR GENERAL CONDITION AND SECURITY OF INSTALLATION		N/A
14.	TAIL WHEEL INSPECTION A. CHECK TAIL GEAR FOR PROPER INFLATION OF STRUTS, LEAKS AT SHOCK STRUT. TIRE TREADS FOR CUTS AND TIRES FOR CORRECT PRESSURE		N/A
	B. CHECK CONDITION OF STRUT FOR SECURITY AND DAMAGE		N/A
15.	HYDRAULIC SYSTEM INSPECTION A. CHECK CONDITION OF RESERVOIR, LINES FOR LEAKS AND SECURITY		N/A
	B. SERVICE HYDRAULIC RESERVOIR PER INSTRUCTIONS ON PLACARD LOCATED ON HYDRAULIC PANEL		N/A
16.	BATTERY INSPECTION A. CHECK THE CONDITION OF THE BATTERIES, BATTERY SUPPORTS AND AREA.		N/A
	B. CHECK BATTERY ELECTRO-LITE AND RECORD READING: IAW with MM CH VII, P 7-38 L._____ R. _____ ADD WATER TO APRX. 3/8" ABOVE PROTECTOR PLATE.		N/A
17.	WARNING DEVICES INSPECTION A. CHECK GEAR WARNING HORN OPERATION WITH THROTTLES AND LANDING GEAR SELECTOR HANDLE ELECTRICAL SWITCH ACTUATED		N/A
18.	LUBRICATE AIRCRAFT INSPECTION A. LUBRICATE AIRCRAFT IN ACCORDANCE WITH LUBRICATION SCHEDULE. (REMOVE ALL EXCESSIVE GREASE AND OIL)		N/A
19.	A.D. NOTES A. CHECK AIR DIRECTIVE COMPLIANCE LISTING FOR A.D. NOTES TO BE INSPECTED OR CORRECTIVE ACTION		N/A
20.	DOCUMENT CHECK A. COMPANY OPERATIONS MANUAL, CAMP, MEL B. REGISTRATION, AW CERT., FCC LIC (IF APPLICABLE) C. WEIGHT & BALANCE WORKSHEETS, DAILY CHECK SHEETS		N/A

		MECH	RII
21.	CHECK PLACARD FOR INSTALLATION AND CONDITION A. CHECK COCKPIT PLACARDS FOR PROPER INSTALLATION AND CONDITION		N/A
	B. CHECK CABIN/CARGO AREA PLACARDS FOR PROPER INSTALLATION AND CONDITION		N/A
22.	INTERIOR INSPECTION A. CHECK SEATS AND SEAT BELTS B. FUNCTION CHECK CABIN EMERGENCY EXITS		N/A
23.	RELEASE TO SERVICE A. COMPLETE TASK SHEET FOR THIS EVENT		
24.	UPDATE AIRCRAFT FLIGHT LOG FOR NEXT INSPECTION TIME		N/A

NUMBER 1 AIRFRAME INSPECTION COMPLETE **Date: _____**

Aircraft Total Time _____ **Aircraft – N_____**

Left Engine TSO _____ **Right Engine TSO _____**

Left Propeller TSO _____ **Right Propeller TSO _____**

I certify that this inspection was performed was in accordance with the requirements of the CAMP for this aircraft and the company General Maintenance Manual; that so far as the work performed is concerned, the aircraft is in condition for safe operation; and that no known condition exists that would render the aircraft unairworthy.

Mechanic _____ *Cert Number:* _____

Inspector _____ *Cert Number:*_____

NUMBER 2 ENGINE INSPECTION

			LEFT	RIGHT	RII
1.	COWLING REMOVAL AND INSPECTION				
	A.	REMOVE SPEED RING AND ACCESSORY COWLING, CLEAN, INSPECT AND REPAIR AS NECESSARY			N/A
2.	OIL SCREEN AND ROCKER SUMP INSPECTIONS				
	A.	REMOVE THE MAIN OIL SCREEN, CATCHING THE OIL TO INSPECT FOR METAL			N/A
	B.	CHECK FOR METAL IN THE SCREEN			N/A
	C.	WASH THE SCREEN IN SOLVENT AND REINSTALL USING A NEW GASKET			N/A
	D.	REMOVE THE ROCKER SUMP PLUG, CATCHING THE OIL, AND CHECK BOTH FOR METAL			N/A
	E.	WASH THE PLUG & SCREENS IN SOLVENT AND REINSTALL, USING A NEW CRUSH GASKET AND SAFETY			N/A
3.	PROPELLER GOVERNOR AND MAGNETO INSPECTION				
	A.	INSPECT PROPELLER FOR SECURITY, DOME NUT SAFETY, DOME PLUG SAFETY, HUB BOLTS FOR SECURITY AND SAFETY.			N/A
	B.	CHECK BLADES FOR DAMAGE AND THE BOOT SHOES FOR ABRASION			N/A
	C.	CHECK ANTI-ICE SLINGER RING, BRACKET AND NOZZLES FOR CRACKS, PAYING SPECIAL ATTENTION TO THE WELDED AREAS			N/A
	D.	CHECK THE PROPELLER GOVERNOR FOR LEAKS AT THE MOUNTING PAD, GOVERNOR HEAD AND FEATHERING LINE FITTINGS FOR LEAKS.			N/A
	E.	CHECK FOR LEAKS AND CRACKS ABOUT THE MAGNETO MOUNTING BOSS, AND SECURITY OF "P" LEADS AND MAGNETO			N/A
4.	CARBURETOR INSPECTION				
	A.	CHECK FOR DAMAGE AND CRACKS INSIDE THE SCOOP			N/A
	B.	CHECK THE BUSHINGS THAT HINGE THE AIR DIVERTER DOOR ON EITHER SIDE FOR SLOPPINESS. CHECK THE ROD BEARINGS ON THE DOOR ACTUATOR FOR CONDITION AND SECURITY			N/A
	C.	CHECK THE RUBBER CARBURETOR ADAPTER FOR INSTALLATION, GENERAL CONDITION AND SECURITY			N/A

		LEFT	RIGHT	RII
5.	PUSH ROD HOUSINGS AND INTAKE PIPE INSPECTION A. CHECK PUSH ROD HOUSINGS AND GLAND NUTS FOR LEAKS AND DAMAGE. NOTE: IN THE EVENT A PUSH ROD HOUSING IS LEAKING CAUTION SHOULD BE USED IN DETERMINING WHICH SEAL IS LEAKING. EXPERIENCE HAS PROVEN THAT THE MAJORITY OF LEAKS OCCUR AT THE ROCKER END. UNNECESSARY TIGHTENING OF A GOOD SEAL, IN MANY CASES, CAUSES A LEAK WHICH DID NOT ORIGINALLY EXIST.			N/A
	B. CHECK INTAKE PIPE GLAND NUT FOR LEAKS, CHAFING AND SECURITY.			N/A
6.	CRANKCASE INSPECTION A. CHECK FRONT CASE FOR CRACKS, LEAKS AND GENERAL CONDITION PAYING PARTICULAR ATTENTION TO THE AREA OF THE PARTING SURFACES AND CYLINDER BOSSES			N/A
	B. CHECK THE CENTER SECTION FOR CRACKS, LEAKS AND GENERAL CONDITION			N/A
7.	CYLINDER INSPECTION A. CYLINDERS WILL BE CHECKED FOR CONDITION OF BAFFLES AND FINS AND SECURITY OF ATTACHMENT OF RELATED UNITS			N/A
	B. CYLINDER HOLD DOWN NUTS WILL BE CHECKED FOR PRESSURE OF GANG LOCKS AND ANY SIGNS OF LOOSENESS			N/A
	C. CHECK ROCKER BOX COVERS FOR ANY SIGN OF LEAKS. ROCKER BOX COVERS WILL BE LAPPED ON THE SURFACE PLATE WHEN INDICATIONS OF WARPING ARE PRESENT			N/A
8.	BLOWER CASE AND SUMP INSPECTION A. CHECK BLOWER CASE FOR CRACKS AND GENERAL CONDITION			N/A
	B. CHECK SUMPS FOR CRACKS AND GENERAL CONDITION			N/A
9.	EXHAUST SYSTEM INSPECTION A. THE UNITS COMPRISING THESE SYSTEMS ARE ALL MADE OF STAINLESS STEEL. APPROXIMATELY THE SAME WEAKNESS WILL BE CHARACTERISTIC THROUGH OUT. CHECK FOR LEAKS, CRACKS CHAFING AND AREAS DETERIORATED BY PROLONGED EXCESSIVE HEAT			N/A
	B. CHECK THE TAIL PIPES AREA FOR CRACKS, PAYING PARTICULAR ATTENTION TO THE TAIL. PIPE SUPPORT BRACKET AREA AND TRAILING EDGE			N/A

			LEFT	RIGHT	RII
10.	COWL FLAP INSPECTION				
	A.	CHECK COWL FLAP SHINGLES FOR CRACKS, LOOSE/MISSING RIVETS			N/A
	B.	CHECK BUSHINGS AND BOLTS FOR WEAR AND LOOSENESS			N/A
	C.	CHECK ACTUATING RODS FOR ATTACHMENTS AND FREEDOM OF OPERATION			N/A
11.	ACCESSORY SECTION INSPECTION				
	A.	THE ACCESSORY CASE WILL BE CHECKED FOR GENERAL CONDITION WITH PARTICULAR ATTENTION BEING GIVEN TO THE PARTING SURFACES AND MOUNTING PADS OF ACCESSORY UNITS			N/A
	B.	CHECK THE CARBURETOR FOR LEAKS AND SECURITY OF FITTINGS			N/A
	C.	CHECK FUEL PUMP FOR LEAKS, CONDITION AND SECURITY			N/A
	D.	CHECK OIL PUMP FOR SECURITY AND LEAKAGE AT PARTING SURFACE			N/A
	E.	CHECK TACHOMETER GENERATOR FOR SECURITY AND ELECTRICAL CONNECTORS FOR TIGHTNESS			N/A
	F.	CHECK GENERATOR FOR SECURITY OF MOUNTING AND CONDITION OF LEADS. MAKE SURE LEADS HAVE RUBBER BOOT INSTALLED OR LEADS ARE TAPED SECURELY			N/A
	G.	CHECK STARTER FOR SECURITY, LEAKS AND ELECTRICAL CONDITIONS			N/A
	H.	CHECK HYDRAULIC PUMP FOR SECURITY, LEAKS AND CONDITION OF LINES			N/A
	I.	CHECK VACUUM PUMP FOR LEAKS AND SECURITY, CHECK LINES AND FITTINGS			N/A
	J.	CHECK ALL LINES, HOSES, CLAMPS AND ELECTRICAL CONDUIT FOR CHAFING, WEAR AND SECURITY			N/A
	K.	CHECK BONDING STRAPS FOR CONDITION AND SECURITY			N/A
12.	ENGINE MOUNT INSPECTION				
	A.	CHECK ENGINE MOUNT FOR SIGNS OF FAILURE OR FATIGUE			N/A
	B.	CHECK DYNAFOCALS AND BOLTS FOR TORQUE AND SAFETY.			N/A

			LEFT	RIGHT	RII
13.	SPARK PLUGS INSPECTION A.	REMOVE SPARK PLUGS			N/A
	B.	INSTALL NEW/RE-CONDITIONED SPARK PLUGS (WITH ANTI-SEIZE APPLIED ABOVE 2ND THREAD). (TORQUE TO 330 [+-30] IN. LB.)			N/A
	C.	INSPECT LEADS AND HARNESS FOR SECURITY AND CONDITION			N/A
	D.	CHECK THAT GROMMETS ARE IN PLACE IN ALL BAFFLES			N/A
14.	FIRE DETECTION/EXTINGUISHING INSPECTION A.	CHECK BLOWOUT DISC. INDICATOR			N/A
	B.	CHECK CO2 BOTTLE DATES AND CONNECTION			N/A
	C.	CHECK FIRE EXTINGUISHER RING AND OUTLETS FOR SECURITY			N/A
	D.	INSPECT FIRE DETECTORS AND WIRING FOR CONDITION AND SECURITY			N/A
15.	VACUUM REGULATOR INSPECTION A.	CHECK FOR SECURITY OF VACUUM REGULATOR, REMOVE AND CLEAN SCREEN, REINSTALL AND SECURE			N/A
16.	OIL RADIATOR, FEATHERING PUMP INSPECTION A.	THE OIL COOLER WILL BE CHECKED FOR DISTORTION OF THE OUTER SHELL, LEAKING TUBES AND GENERAL CONDITION OF TEMPERATURE REGULATOR, CONDITION AND SECURITY OF MOUNTING ASSEMBLY			N/A
	B.	DUCTING INSTALLATION SHALL BE CHECKED FOR CRACKS AND CONDITION			N/A
	C.	CHECK FEATHERING PUMP BRACKET FOR CRACKS AND SECURITY, ELECTRICAL CONNECTIONS FOR TORQUE AND WIRING FOR CONDITION			N/A
17.	SAFETIES INSPECTION	MAKE SURE THAT SAFETIES ARE TIGHT AND IN RIGHT DIRECTION. CHECK FOR MAXIMUM NUMBER OF THREADS VISIBLE AT TURNBUCKLE BARREL ENDS			
	A.	SUMP PLUGS			
	B.	CARBURETOR SCREEN			
	C.	OIL TANK DRAIN AND SUMP			
	D.	PROPELLER DOME RETAINER			
	E.	ALL CONTROL CABLE TURNBUCKLES			

			LEFT	RIGHT	RII
18.	CONTROL CHECK AND INSPECTION A. PROP GOVERNOR OPERATION 1. CHECK FULL TRAVEL OF GOVERNOR TO HIT HIGH AND LOW PITCH STOPS				N/A
	2. CHECK CABLE ROUTING AND CONDITION				N/A
	3. TURN ON PROPELLER ANTI-ICER FLUID AND OBSERVE FLOW. CHECK FOR LEAKS UNDER PRESSURE AND FLOW STOPPAGE WHEN OFF				N/A
	B. CARBURETOR HEAT CONTROL 1. CHECK OPERATION, FULL HOT AND FULL COLD				N/A
	2. CHECK FOR BINDING AND CABLE OPERATION				N/A
	C. FUEL PRESSURE CHECK (15-25 PSI) 1. TURN ON FUEL PRESSURE AND CHECK LINES AND FITTINGS THROUGH FUEL PUMP AND CARBURETOR FOR SIGNS OF LEAKAGE				N/A
	2. FUEL PRESSURE TO REMAIN ON FOR THE FOLLOWING CHECK				N/A
	D. PRIMER OPERATION AND LEAK CHECK 1. WITH FUEL PRESSURE ON, OPEN MIXTURE CONTROL CHECKING EACH POSITION AUTO LEAN AND AUTO RICH, RETURN TO IDLE CUT OFF				N/A
	E. MIXTURE OPERATION AND SUPERCHARGER BLOWER DRAIN 1. WITH FUEL PRESSURE ON, OPEN MIXTURE CONTROL CHECKING EACH POSITION AUTO LEAN AND AUTO RICH, RETURN TO IDLE CUT OFF				N/A
	2. FUEL SHOULD IMMEDIATELY FLOW OUT BLOWER DRAIN WITH MIXTURE IN EITHER AUTO LEAN OR AUTO RICH AND STOP COMPLETELY WHEN CONTROL IS PLACED IN IDLE CUT-OFF. IF FUEL DOES NOT FLOW READILY, CHECK FOR CLOGGED BLOWER DRAIN VALVE. THROTTLE SHOULD BE OPENED AT LEAST 10% FOR THIS CHECK. SHUT OFF FUEL PUMP WHEN COMPLETE				N/A
	F. THROTTLE OPERATION AND CABLES 1. OPERATE THROTTLE AND CHECK FOR FULL OPEN AND CLOSE TRAVEL				N/A
	2. CHECK CABLE ROUTING AND CONDITION				N/A

		LEFT	RIGHT	RII
	G. COWL FLAP OPERATION OPERATE COWL FLAP AND CHECK DEGREE OF OPENING			N/A
	H. OIL COOLER DOORS OPERATION OPERATE OIL COOLER DOORS AND CHECK TRAVEL OF SHUTTER DOORS			N/A
	I. IGINITION VIBRATOR OPERATION WITH THE PROP CLEAR, OPERATE THE STARTER ENGINE SWITCH AND LISTEN FOR BUZZ ON THE INDUCTION VIBRATOR			N/A
19.	INSPECTOR APPROVAL A. HAVE INSPECTOR APPROVE THE FOREGOING WORK AND O.K. TO WASH DOWN ENGINE AND COWL UP WITH EXCEPTION OF ANY NON-ROUTINE ITEMS, INSPECTOR WANTS CLEARED BEFORE COWLING			
20.	INSTALL COWLING A. INSTALL AND SECURE ALL COWLING			N/A
21.	ENGINE GROUND CHECK A. COMPLETE ENGINE GROUND CHECK FORM			N/A
22.	RELEASE TO SERVICE A. COMPLETE THE TASK SHEET FOR THIS EVENT.			
23.	UPDATE AIRCRAFT FLIGHT LOG FOR NEXT INSPECTION TIME			N/A

NUMBER 2 ENGINE INSPECTION COMPLETE **Date: _____**

Aircraft Total Time _____ **Aircraft – N_____**

Left Engine TSO _____ **Right Engine TSO _____**

Left Propeller TSO _____ **Right Propeller TSO _____**

I certify that this inspection was performed was in accordance with the requirements of the CAMP for this aircraft and the company General Maintenance Manual; that so far as the work performed is concerned, the aircraft is in condition for safe operation; and that no known condition exists that would render the aircraft unairworthy.

Mechanic _____ *Cert Number:* _____

Inspector _____ *Cert Number:*_____

NUMBER 2 AIRFRAME INSPECTION

		MECH	RII
1.	AIRWORTHINESS DIRECTIVES A. CHECK AIRWORTHINESS DIRECTIVE COMPLIANCE LISTING FOR A.D. NOTES TO BE COMPLIED WITH		N/A
2.	TIME CHANGE ITEMS A. CHECK COMPONENT CONTROL FORMS FOR ALL ITEMS TO BE CHANGED FOR TIME		N/A
3.	COCKPIT INSPECTION A. INSPECT COCKPIT FLOORING FOR CONDITION BREAKS, WEAR AND SECURITY		N/A
	B. INSPECT COCKPIT WINDOWS FOR CONDITION, CLEARNESS, CRACKS, SECURITY AND OPERATION		N/A
	C. INSPECT CABIN FLOORING FOR CRACKS, BAD AND MISSING RIVETS WHERE SKIN IS VISIBLE. CHECK FOR HOLES CAUSED BY LOADING. CHECK COVERING FOR CONDITION AND SECURITY. REPLACE COVERING IF TOO THIN OR DAMAGED		N/A
	D. CHECK CABIN WINDOWS FOR CRACKS AND SECURITY		N/A
4.	CREW SEATS INSPECTION A. INSPECT ALL SEATS FOR MOUNTING AND OPERATION. CHECK FOR CRACKS, LOOSE BOLTS, CONDITION OF CUSHIONS. CHECK BELTS FOR CONDITION, OPERATION AND SECURITY		
5.	INSTRUMENTS INSPECTION A. CHECK THE CORRESPONDING READINGS OF VARIOUS INSTRUMENTS AGAINST EACH OTHER WHERE APPLICABLE. CHECK FOR LOOSE INSTRUMENT FACE GLASSES AND PROPER RANGE MARKINGS. CHECK GENERAL CONDITION, INSTALLATION OF INSTRUMENTS AND PANEL		N/A
6.	WARNING DEVICES INSPECTION A. CHECK GEAR WARNING HORN FOR OPERATION WITH THROTTLES CLOSED AND LANDING GEAR MICRO SWITCH IN THE UNSAFE POSITION		N/A
	B. CHECK OPERATION OF FLAP INDICATOR SYSTEM		N/A
	C. CHECK EMERGENCY LIGHTING		N/A

		MECH	RII
7.	ACCUMULATOR INSPECTION A. BLEED HYDRAULIC PRESSURE OFF AND MAIN SYSTEM WITH FLAPS AND BLEED BRAKE PRESSURE OFF BY PUMPING BRAKES		N/A
	B. CHECK MAIN ACCUMULATOR FOR LEAKS, NOTE AIR PRESSURE LOSS, IF EXCESSIVE OR INSUFFICIENT, CORRECT SAME AND SERVICE TO 350 PSI. NOTE: SERVICE DIRECTIONS LISTED ON HYDRAULIC PANEL IN AIRPLANE		N/A
8.	ANTI-ICER INSPECTION A. CHECK THE CONDITION, SECURITY AND SERVICE OF THE TANK. CHECK LINES AND UNITS FOR LEAKS, CHAFING, CONDITION AND SECURITY		N/A
9.	HYDRAULIC TANK INSPECTION A. CHECK TANK FOR LEAKS, CONDITION AND SECURITY. CHECK AVAILABLE LINES FOR LEAKS CONDITION, CHAFING AND SECURITY		N/A
	B. SERVICE THE HYDRAULIC TANK SO THAT THE GAUGE READS AS DIRECTED ON HYDRAULIC PANEL PLACARD WITH NO PRESSURE ON THE HYDRAULIC SYSTEM AND THE MAIN ACCUMULATOR CHARGED TO 350 PSI.		N/A
	C. SERVICE SPARE HYDRAULIC TANK (min ¾ gal in spare can)		N/A
10.	HAND FIRE EXTINGUISHER INSPECTION A. CHECK THAT PORTABLE AND CO2 BOTTLES ARE PROPERLY INSTALLED AND THAT SEALS ARE NOT BROKEN. IF SEAL IS FOUND BROKEN REWEIGH, REFILL OR REPLACE BOTTLE		N/A
11.	DOORS AND EMERGENCY EXITS INSPECTION A. INSPECT DOORS FOR CONDITION, OPERATION, LATCHES, LOCKS, AND PLACARDS		N/A
	B. CHECK EMERGENCY EXITS FOR PLACARDS, CONDITION AND OPERATION		N/A
12.	CABIN INTERIOR INSPECTION A. INSPECT CABIN INTERIOR FOR CRACKS, DAMAGE PLACARDS AND GENERAL CONDITION		N/A
	B. INSPECT CABIN HEAD LINER MATERIAL AND RACKS FOR SECURITY, CONDITION AND DAMAGE		N/A
13.	TAIL GEAR INSPECTION A. CHECK TAIL GEAR ASSEMBLY FOR SECURITY OF BOLTS, COTTER KEYS AND GENERAL CONDITION		N/A
14.	TAIL WHEEL INSPECTION A. CHECK WHEEL AND TIRE FOR CRACKS, CUTS, SECURITY AND WEAR ON TIRE.		N/A

		MECH	RII
15.	ELEVATOR INSPECTION A. CHECK ELEVATORS FOR INSTALLATION, BOLTS, COTTER KEYS, HINGE BRACKETS, MOUNTING SECURITY, CORROSION, BAD OR LOOSE RIVETS, CHECK FABRIC FOR TEARS, DAMAGE AND CONDITION		N/A
	B. INSPECT ELEVATOR TRIM TAB INSTALLATION, BOLTS, COTTER KEYS, HINGE BRACKETS, RODS AND BEARINGS, SKIN FOR CRACKS AND CORROSION, RIVETS AND CONDITION OF SKIN		N/A
16.	RUDDER INSPECTION A. INSPECT RUDDER ASSEMBLY CONDITION, FABRIC FOR TEARS AND CONDITION, CORROSION AND PAINT. CHECK INSTALLATION OR RUDDER AT HINGE POINTS, SECURITY AND BOLTS, COTTER KEYS AND SAFETIES.		N/A
	B. CHECK HINGE BRACKETS, BEARINGS AND CONTROL RODS FOR CONDITION AND SECURITY		N/A
17.	HORIZONTAL STABILIZER INSPECTION A. INSPECT HORIZONTAL STABILIZER INSTALLATION FOR GENERAL CONDITION. CHECK SKIN, RIBS AND STRUCTURE FOR CRACKS CORROSION, BAD RIVETS AND PAINT		N/A
	B. INSPECT DE-ICER BOOT FOR INSTALLATION, CUTS, DETERIORATION, SCREWS AND STRIPS		N/A
18.	VERTICAL FIN INSPECTION A. INSPECT VERTICAL FIN FOR GENERAL CONDITION AND INSTALLATIONS		N/A
	B. INSPECT DE-ICER BOOTS FOR INSTALLATION, CUTS, SCREWS AND STRIPS, AND ANY DETERIORATION		N/A
19.	CONTROL CABLE INSPECTION A. INSPECT ALL CONTROL CABLES IN TAIL FOR GENERAL CONDITION, CORROSION, RUST, SAFETIES, ROUTING THROUGH PULLEYS		N/A
	B. CHECK CABLES AT ATTACH POINTS FOR BOLTS AND COTTER KEYS		N/A
	C. CHECK BRACKETS AND FITTINGS FOR CRACKS, CORROSION AND GENERAL CONDITION AND SAFETY		N/A
20.	FUSELAGE SKIN INSPECTION A. INSPECT FUSELAGE SKIN FOR CRACKS, CORROSION, BAD LOOSE AND MISSING RIVETS		N/A

		MECH	RII
21.	LOWER COCKPIT INSPECTION A. INSPECT LINES FOR ROUTING, CHAFING, SECURITY, FITTINGS LEAKS AND CORROSION		N/A
	B. INSPECT CABLES FOR CORROSION, RUST, FRAYS, TURNBUCKLE SAFETIES, PARALKETONE, ROUTING, PULLEY BOLTS AND COTTER KEYS		N/A
	C. CHECK STRUCTURE FOR CRACKS, CORROSION, PAINT, RIVETS AND BRACKETS		N/A
22.	HEATER SYSTEM INSPECTION A. INSPECT HEATER MUFF INSTALLATION, MOUNTING SECURITY AND SAFETIES. CHECK SPILL VALVE AND CONTROLS FOR OPERATION AND CONDITION		N/A
	B. INSPECT JANITROL HEATERS AND BLOWER INSTALLATION, MOUNTING, SECURITY, SAFETIES, WIRING, ROUTING, SOLENOIDS. FUEL LINES FOR LEAKS, ROUTING, SECURITY AND FITTINGS. CHECK DRAIN LINES FOR OBSTRUCTION AND ROUTING		N/A
	C. DURING OPERATIONAL CHECK INSPECT HEATER SHROUDS, EXHAUST SYSTEM FOR CRACKS FOR LEAKS AND FUEL SYSTEM FOR LEAKS		N/A
23.	BATTERY INSPECTION A. CHECK CONDITION OF BATTERIES, BATTERY SUPPORTS AND BATTERY AREA		N/A
	B. CHECK THE BATTERY ELECTRO-LITE AND RECORD THE READING. IAW with MM CH VII, P 7-38 L._____ R. _____ ADD WATER SO THAT PLATES ARE COVERED BY APPROX. 3/8 INCH SOLUTION		N/A
24.	WING AND CENTER SKIN INSPECTION A. INSPECT SKIN FOR CONDITION, CRACKS, CORROSION, PAINT BAD RIVETS, LOOSE RIVETS, MISSING RIVETS, HOLES AND CONDITION		N/A
25.	CENTER SECTION INTERIOR INSPECTION A. OPEN CENTER SECTION PLATES AND INSPECT CONTROL CABLES FOR RUST, CORROSION, FRAYS, TURNBUCKLE SAFETIES, PARALKETONE, CABLE ROUTING, PULLEY BOLTS, COTTER KEYS. CHECK BRACKETS FOR MOUNTING, SAFETY, CRACKS, CORROSION AND CONDITION		N/A
	B. CHECK ALL LINES FOR LEAKS, ROUTING, SECURITY, CLAMPS CORROSION AND CONDITION		N/A
	C. CHECK ENTIRE STRUCTURE FOR DAMAGE, CRACKS AND CORROSION		N/A

		MECH	RII
26.	FLAP INSPECTION A. INSPECT FLAP INSTALLATION, FOR SECURITY, DAMAGE LINKS, BOLTS AND COTTER KEYS		N/A
	B. INSPECT SKIN FOR CRACKS, CORROSION, ESPECIALLY IN EXHAUST AREAS. LOOSE OR MISSING RIVETS, HOLES AND GENERAL CONDITION		N/A
27.	FUEL PRESSURE INSPECTION A. WITH FUEL PRESSURE ON, CHECK FUEL SYSTEM LINES, ROUTING, SECURITY, CLAMPS AND CORROSION. CHECK FOR SAFETY, LEAKS, FITTINGS, BOLTS, SELECTOR PLACARDS AND CONDITION		N/A
	B. TURN THE SELECTOR VALVE ON AND CHECK THE PRESSURE INDICATION ON EACH ENGINE. BOTH GAUGES SHOULD READ APPROXIMATELY THE SAME. TURN ONE SELECTOR OFF AND EACH TANK WILL BE SELECTED IN TURN AND THE PRESSURE INDICATION CHECK, FOR SEQUENCE OF OPERATION. REPEAT THE ABOVE OPERATION WITH OTHER SECTOR.		N/A
28.	AILERON AND TAB INSPECTION A. INSPECT AILERON FABRIC FOR HOLES AND GENERAL CONDITION. CHECK TUBE FOR SECURITY, BOLTS, COTTER KEYS, ROD AND BEARINGS AND CONDITION		N/A
	B. CHECK AILERON LINKAGE, INCLUDING BELL CRANK FOR CONDITION, BOLTS, COTTER KEYS, ROD AND BEARINGS		N/A
	C. INSPECT AILERON HINGE BRACKETS FOR SECURITY, CRACKS, CORROSION, BOLTS AND SAFETY		N/A
	D. CHECK BEARINGS FOR TIGHTNESS AND LUBRICATION		N/A
29.	WING DE-ICER BOOT INSPECTION A. INSPECT DE-ICER BOOT INSTALLATION FOR CUTS, CRACKS, DETERIORATION, SCREWS AND STRIPS		N/A
30.	NACELLE INSPECTION A. INSPECT SKIN FOR CRACKS, CORROSION, BAD, LOOSE AND MISSING RIVETS		N/A
	B. CHECK ATTACHMENT, SCREWS, BOLTS, BRACKETS AND COTTER KEYS		N/A
	C. CHECK FAIRINGS FOR CRACKS, CORROSION, SCREWS AND CONDITION		N/A

		MECH	RII
31.	NACELLE INTERIOR INSPECTION A. INSPECT ALL LINES FOR CONDITION, ROUTING, SECURITY AND LEAKS		N/A
	B. INSPECT ALL CABLES FOR RUST, CORROSION, FRAYS, TURNBUCKLE SAFETIES, ROUTING, PULLEYS, BOLTS AND SAFETIES		N/A
	C. CHECK ALL BRACKETS AND FITTINGS FOR CONDITION, SECURITY AND SAFETIES		N/A
	D. INSPECT CONDITION OF INTERIOR STRUCTURE, FORMERS, SKIN FOR CRACKS AND CORROSION, CHECK BOLTS, SCREWS, RIVETS AND GENERAL CONDITION		N/A
	E. INSPECT OIL TANK FOR INSTALLATION, SECURITY, SAFETIES, CHAFFING STRIPS, OIL LEAKS, CRACKS, CLEANLINESS. CHECK OIL TANK DRAIN FOR SAFETY IN OFF POSITION.		N/A
32.	MAIN LANDING GEAR INSPECTION A. INSPECT GEAR DOWN LOCK FOR INSTALLATION, BOLTS, COTTER KEYS, HYDRAULIC LEAKS AT LINES, FITTINGS AND ACTUATING CYLINDER. CHECK LOCK SLIDE FOR FULL LOCK POSITION. CHECK COMPENSATING STRUT AND LINKAGE FOR CONDITION OF BOLTS, SAFETIES, RUST, CRACKS AND CONDITION. CHECK POSITIVE LOCK HOOK AND SAFETY IN COCKPIT		N/A
	B. INSPECT RETRACT STRUT FOR SECURITY, CRACKS, CORROSION, AND BOLTS FOR WEAR AND SAFETY.		N/A
	C. INSPECT OLEO STRUTS FOR LEAKS, PACKING GLAND NUT SAFETY, CRACKS AT FITTINGS, BOLTS, COTTER KEYS, CORROSION, INFLATION AND CONDITION. (MAIN GEAR STRUTS SHOULD BE INFLATED TO 4 INCHES + 1/4 INCL.)		N/A
	D. CHECK GEAR BRACES AND DRAG STRUTS FOR CONDITION OF BOLTS, RUST, CRACKS, SAFETY AND CONDITION. CHECK GEAR DOORS AND BRACES IF INSTALLED		N/A
33.	TIRES INSPECTION A. CHECK ALL TIRES FOR CUTS, DETERIORATION, FLAT SPOTS, MOUNTING, VALVE STEM AND CAP.		N/A
	B. CHECK TIRE PRESSURE WITH GAUGE (MAIN 55-60 P.S.I.) (TAIL 70 P.S.I.)		N/A
34.	PITOT HEATER INSPECTION A. TURN ON PITOT HEATERS AND CHECK FOR OPERATION. (current draw > 3 amps) CHECK THAT ALL VENT HOLES ARE OPEN		N/A

		MECH	RII
35.	VOLTAGE REGULATOR INSPECTION A. CHECK VOLTAGE REGULATOR AND MOUNTING BASE FOR CONDITION OF MOUNTING AND CLEANLINESS		N/A
	B. CHECK ALL ELECTRICAL WIRES FOR CONDITION AND SECURITY OF CONNECTIONS		N/A
36.	CURRENT RELAY INSPECTION A. CHECK CURRENT RELAY FOR SECURITY OF MOUNTING, CONDITION OF ALL WIRES AND CONNECTION		N/A
37.	LUBRICATE AIRCRAFT INSPECTION A. LUBRICATE IN ACCORDANCE WITH APPLICABLE LUBRICATION SCHEDULE. (REMOVE ALL EXCESSIVE GREASE AND OIL)		N/A
38.	PLACARDS FOR INSTALLATION AND CONDITION INSPECTION A. CHECK COCKPIT PLACARDS FOR PROPER INSTALLATION AND CONDITION		N/A
	B. CHECK CABIN/CARGO AREA PLACARDS FOR PROPER INSTALLATION AND CONDITION		N/A
39.	EMERGENCY EQUIPMENT INSPECTION A. COMPLETE EMERGENCY EQUIPMENT FORM		N/A
40.	RE-INSTALL PANELS AND FAIRINGS		N/A
41.	RETURN TO SERVICE A. COMPLETE TASK SHEET		
42.	UPDATE AIRCRAFT FLIGHT LOG FOR NEXT INSPECTION TIME		N/A

NUMBER 2 AIRFRAME INSPECTION COMPLETE **Date: _____**

Aircraft Total Time _____ **Aircraft – N_____**

Left Engine TSO _____ **Right Engine TSO _____**

Left Propeller TSO _____ **Right Propeller TSO _____**

I certify that this inspection was performed was in accordance with the requirements of the CAMP for this aircraft and the company General Maintenance Manual; that so far as the work performed is concerned, the aircraft is in condition for safe operation; and that no known condition exists that would render the aircraft unairworthy.

Mechanic _____ *Cert Number:* _____

Inspector _____ *Cert Number:*_____

NUMBER 3 ENGINE CHECK

			LEFT	RIGHT	RII
1.	COWLING INSPECTION A.	REMOVE RING COWL AND ACCESSORY COWLING			N/A
	B.	INSPECT RING COWL HINGES FOR CRACKS AND CONDITION			N/A
	C.	INSPECT SKIN ON RING COWL AND ACCESSORY COWLING FOR CRACKS			N/A
	D.	CHECK COWLING FOR MISSING OR DAMAGED CAM LOCK FASTENERS			N/A
	E.	INSPECT INSIDE OIL AIR SCOOP FOR DAMAGE AND CRACKS			N/A
2.	FIRE DETECTION/EXTINGUISHING INSPECTION A.	INSPECT DETECTORS AND WIRING FOR CONDITION AND SECURITY			N/A
	B.	CHECK FIRE EXTINGUISHER BOTTLES AND LINES FOR SECURITY			N/A
	C.	CHECK CO2 BOTTLE DATES AND CONNECTIONS			N/A
	D.	CHECK BLOW OUT DISC INDICATORS			N/A
3.	MAIN OIL SCREEN INSPECTION A.	REMOVE THE MAIN OIL SCREEN, CATCHING THE OIL TO INSPECT FOR METAL			N/A
	B.	CHECK FOR METAL IN THE SCREEN			N/A
	C.	WASH THE SCREEN IN SOLVENT AND REINSTALL USING A NEW GASKET			N/A
	D.	REMOVE THE ROCKER SUMP PLUG, CATCHING THE OIL, AND CHECK BOTH FOR METAL			N/A
	E.	WASH THE PLUG & SCREENS IN SOLVENT AND REINSTALL, USING A NEW CRUSH GASKET AND SAFETY			N/A
4.	CARBURETOR SCREEN INSPECTION A.	BREAK SAFETY AND REMOVE BOLT HOLDING COVER PLATE AND SCREEN			N/A
	B.	WASH SCREEN AND INSPECT INSIDE OF SCREEN CHAMBER			N/A
	C.	REINSTALL USING NEW GASKET, SAFETY STUD.			N/A

			LEFT	RIGHT	RII
5.	SPARK PLUG INSPECTION				
	A.	REMOVE ALL LEADS AND PLUGS FROM FRONT AND REAR OF BOTH BANDS AND CYLINDERS. USE CAUTION SO AS NOT TO DAMAGE CERAMIC CIGARETTES			N/A
	B.	PERFORM COMPRESSION CHECK; USE COMPRESSION CHECK FORM TO RECORD READINGS. USE FORM #3			N/A
	C.	APPLY SMALL AMOUNT OF SPARK PLUG ANTI-SEIZE TO THREADS ABOVE SECOND THREAD. LEAVE FIRST TWO THREADS CLEAN			N/A
	D.	USING NEW GASKETS INSTALL AND TORQUE PLUGS TO PROPER TORQUE. (TORQUE TO 330 [+-30] IN. LB.)			N/A
	E.	INSPECT AND CLEAN ALL CIGARETTES WITH ACETONE AND CLEAN RAG. REPLACE ANY BROKEN OR MISSING CONTACT SPRINGS AND CIGARETTES			N/A
	F.	INSTALL LEADS FINGER TIGHT THEN TIGHTEN 1/4 TURN WITH WRENCH. USE CAUTION NOT TO CROSS THREADS WHEN STARTING			N/A
6.	PROPELLER INSPECTION				
	A.	INSPECT PROPELLER FOR SECURITY, DOME NUT LOCK SCREW SAFETY, DOME PLUG SAFETY, HUB NUTS FOR TIGHTNESS AND SAFETY			N/A
	B.	CHECK BLADES FOR DAMAGE AND BOOT SHOES FOR ABRASION			N/A
	C.	CHECK ANTI-ICER SLINGER RING, BRACKET AND NOZZLES FOR CRACKS, PAYING SPECIAL ATTENTION TO THE WELDED SECTION			N/A
	D.	CHECK PROPELLER GOVERNOR FOR LEAKS AT THE MOUNTING PAD, GOVERNOR HEAD AND FEATHER LINE FITTING			N/A
7.	MAGNETO COVERS INSPECTION				
	A.	REMOVE COVERS. INSPECT COVER SHIELD FOR CRACKS AND SECURITY. CLEAN BONDING BRAID IN COVER MATING SURFACES			N/A
	B.	CHECK CONDITION OF THE BREAKER POINTS. THESE CAN BE SLIGHTLY PITTED IF THERE IS NO HOOK AND THE PIT DOESN'T GO THROUGH THE PLATING TO THE PARENT METAL OF THE POINT. THE POINTS MUST BE CLEAN AND FREE FROM DIRT, OIL, AND FOREIGN MATTER. CAUTION: DO NOT LIFT THE POINTS MORE THAN A THIRTY SECOND OF AN INCH AS THIS WILL WEAKEN THE SPRING			N/A

			LEFT	RIGHT	RII
	C.	CHECK SECURITY OF ALL CONNECTIONS AND BREAKER MOUNTING SCREWS, TAKING CARE NOT TO DISTURB THE POINT SETTING			N/A
	D.	CHECK THE CAM FOLLOWER FOR WEAR, BEARING FOR LOOSENESS AND WEAR AND WICK FOR SIGNS OF DRYNESS. THE MECHANIC SHOULD PINCH THE WICK AND IF AN OIL STAIN APPEARS, THE WICK IS WET ENOUGH. IF NOT, ADD TWO OR THREE DROPS OF 60 WEIGHT OIL			N/A
	E.	CHECK TIMING BY LINING UP THE TIMING MARKS ON BOTH MAGNETOS. CHECK ONE MAGNETOS AGAINST THE OTHER AND IF BOTH MARKS ARE NOT ANGLED, CHECK TIMING WITH A TOP DEAD CENTER INDICATOR AT 20º +/- 3º B.T.D.C. AND RETIME THE MAGNETOS.			N/A
	F.	CHECK SAFETY OF MAGNETO HOLD DOWN STUDS			N/A
	G.	CLEAN INTERIOR OF MAGNETO FREE OF OIL, DUST AND CARBON			N/A
	H.	CHECK CONDITION AND SECURITY OF P LEADS			N/A
	I.	CLEAN SURFACES AND REINSTALL COVER			N/A
8.	<u>CARBURETOR AIR SCOOP INSPECTION</u> A.	CHECK FOR CRACKS AND DAMAGE INSIDE OF SCOOP			N/A
	B.	CHECK THE HINGE BUSHINGS ON DOOR FOR WATER. ALSO ROD BEARINGS OPERATING THE DOOR FOR CONDITION AND SECURITY			N/A
9.	<u>PUSH ROD HOUSING AND INTAKE PIPES INSPECTION</u> A.	CHECK PUSH ROD HOUSING AND GLAND NUTS FOR LEAKS AND DAMAGE. NOTE: IN THE EVENT A LEAKING PUSHROD HOUSING SEAL IS EVIDENCED, CAUTION SHOULD BE USED IN DETERMINING WHICH SEAL IS LEAKING. EXPERIENCE HAS PROVEN AT THE ROCKER BOX END OIL MAY RUN DOWN THE PUSH ROD HOUSING AND SIMULATE A LEAK AT THE POWER CASE END. UNNECESSARY TIGHTENING OF A GOOD PUSH ROD HOUSING SEAL, IN MANY CASES, CAUSES A LEAK WHICH DID NOT ORIGINALLY EXIST.			N/A
	B.	CHECK INTAKE PIPE GLAND NUTS FOR LEAKS, CHAFING AND SECURITY			N/A
10.	<u>CYLINDERS INSPECTION</u> A.	CYLINDERS WILL BE CHECKED FOR CONDITION OF BAFFLES AND FINS AND SECURITY OF ATTACHMENT OF RELATED UNITS			N/A
	B.	CHECK CYLINDER HOLD-DOWN NUTS AND GANG LOCK FOR ANY SIGNS OF LOOSENESS			N/A

			LEFT	RIGHT	RII
	C.	CHECK ROCKER BOX COVERS AND ROCKER BOLT CAPS FOR OIL LEAKS. ROCKER BOX COVERS WILL BE LAPPED ON THE SURFACE PLATE WHEN INDICATIONS OF WARPING ARE PRESENT. NEW GASKETS WILL BE USED ON ALL RE-INSTALLATIONS			N/A
11.		FRONT CRANKCASE AND CENTER CRANKCASE INSPECTION			
	A.	CHECK CASES FOR CRACKS, LEAKS AND GENERAL CONDITION PAYING PARTICULAR ATTENTION TO THE AREA OF THE PARTING SURFACES AND CYLINDER BOSSES			N/A
12.		BLOWER CASE AND SUMP INSPECTION			
	A.	CHECK BLOWER CASE FOR CRACKS AND GENERAL CONDITION			N/A
	B.	CHECK SUMP FOR CRACKS, LEAKS AND GENERAL CONDITION			N/A
13.		EXHAUST INSPECTION			
	A.	CHECK THE ASSEMBLY FOR LEAKS, CRACKS, CHAFING, AND AREAS DETERIORATED BY PROLONGED EXCESSIVE HEAT			N/A
	B.	CHECK THE TAIL PIPES SECTION FOR CRACKS, PAYING PARTICULAR ATTENTION TO THE TAIL PIPE SUPPORT BRACKET AREA AND TRAILING EDGE			N/A
14.		COWL FLAP INSPECTION			
	A.	CHECK COWL FLAP SHINGLES FOR CRACKS, LOOSE OR MISSING RIVETS			N/A
	B.	CHECK BUSHINGS AND BOLTS FOR WEAR AND TIGHTNESS			N/A
	C.	CHECK ACTUATING ASSEMBLIES FOR ATTACHMENT AND FREEDOM OF MOVEMENT			N/A
	D.	CHECK OPERATION AND ADJUST IF NECESSARY			N/A
	E.	LUBE COWL FLAP ACTUATORS			N/A
15.		ACCESSORY CASE INSPECTION			
	A.	THE ACCESSORY CASE WILL BE CHECKED FOR GENERAL CONDITION WITH PARTICULAR ATTENTION BEING FOCUSED ON THE PARTING SURFACES AND MOUNTING PADS OF RELATED UNITS			N/A
	B.	CHECK THE CARBURETOR FOR LEAKS AND SECURITY OF FITTINGS			N/A
	C.	CHECK CARBURETOR/AIR SCOOP ADAPTER BOOT FOR DETERIORATION, CRACKS AND SECURITY			N/A
	D.	CHECK FUEL PUMP FOR LEAKS AND SECURITY OF MOUNTING			N/A

		LEFT	RIGHT	RII
	E. CHECK THE OIL PUMP FOR SECURITY AND LEAKS AT PARTING SURFACES			N/A
	F. CHECK TACHOMETER GENERATOR FOR SECURITY AND TIGHTNESS OF ELECTRICAL CONNECTION			N/A
	G. CHECK GENERATOR FOR SECURITY OF MOUNTING AND CONDITION OF ELECTRICAL LEADS			N/A
	H. CHECK STARTER FOR SECURITY OF MOUNTING AND CONDITION OF ELECTRICAL CONNECTIONS			N/A
	I. CHECK HYDRAULIC PUMP FOR SECURITY AND LEAKS AND CONDITION OF RELATED ITEMS			N/A
	J. CHECK VACUUM PUMP FOR SECURITY AND LEAKS, ALSO CHECK RELATED LINES			N/A
	K. CHECK ALL LINES, HOSES AND CLAMPS FOR SECURITY, CHAFING AND CONDITION			N/A
	L. CHECK BONDING STRAPS FOR CONDITION AND SECURITY			N/A
16.	<u>ENGINE MOUNT INSPECTION</u> A. ENGINE MOUNT WILL BE CHECKED FOR ANY SIGNS OF FAILURE OR FATIGUE			N/A
17.	<u>OIL SEPARATOR INSPECTION</u> A. REMOVE LINES THEN REMOVE FITTING AND CLEAN WITH SOLVENT. ALLOW TANK TO DRAIN AND REPLACE ORIFICE FITTING AND LINE			N/A
18.	<u>VACUUM REGULATOR INSPECTION</u> A. CHECK VACUUM REGULATOR FOR SECURITY, REMOVE SCREEN, CLEAN AND REPLACE			N/A
19.	<u>C-4 STRAINER INSPECTION</u> A. SHUT OFF FUEL SELECTOR IN COCKPIT. CUT SAFETY AND REMOVE C-4 STRAINER. CLEAN AND INSPECT CONDITION, REPLACE GASKET, REINSTALL AND SAFETY. TURN TANK SELECTOR ON AND APPLY PRESSURE WITH BOOST PUMP. CHECK C-4 STRAINER FOR LEAKS			
20.	<u>OIL RADIATOR, FEATHERING PUMP AND MOTOR INSPECTION</u> A. THE OIL COOLER WILL BE CHECKED FOR DISTORTION OF THE OUTER SHELL, LEAKING TUBES AND GENERAL CONDITION OF THE TEMPERATURE REGULATOR, AND SECURITY OF THE MOUNTING ASSEMBLY			N/A
	B. DUCTING INSTALLATION SHALL BE CHECKED FOR CRACKS AND GENERAL CONDITION. CHECK DUCT MOTOR IF INSTALLED FOR SECURITY AND ELECTRICAL CONNECTION			N/A

		LEFT	RIGHT	RII
C.	CHECK OIL TANK FOR SECURITY OF MOUNTING, CHAFING STRIPS UNDER MOUNTING BANDS, OIL IN AND OUT LINES FOR LEAKS			N/A
D.	CHECK FEATHERING PUMP FOR FIRM ATTACHMENT, CONNECTION OF LEADS AND MOUNTING BRACKETS			N/A
21.	SAFETIES INSPECTION			
A.	MAKE SURE ALL SAFETIES ARE TIGHT AND IN THE RIGHT DIRECTION. CHECK FOR MAXIMUM NUMBER OF THREADS VISIBLE AT TURNBARREL ENDS			
B.	SUMP PLUGS			
C.	CARBURETOR SCREEN			
D.	ALL CONTROL CABLE TURNBARRELS AND COTTER KEYS			
E.	OIL TANK DRAIN AND SUMP			
F.	PROPELLER DOME RETAINER			
22.	PERFORM THE FOLLOWING CONTROL CHECKS TO DETERMINE FULL AND SATISFACTORY OPERATION			
A.	PROPELLER GOVERNOR OPERATION AND CABLES, PROPELLER ANTI ICER			N/A
1.	CHECK FULL TRAVEL OF GOVERNOR TO HIT HIGH AND LOW PITCH			N/A
2.	CHECK CABLE ROUTING AND CONDITIONS			N/A
3.	TURN ON PROPELLER ANTI-ICER FLUID AND OBSERVE FLOW. CHECK FOR LEAKS UNDER PRESSURE AND FLOW STOPPAGE WHEN SHUT OFF			N/A
B.	CARBURETOR HEAT CONTROLS			N/A
1.	CHECK OPERATION, FULL HOT AND FULL COLD			N/A
2.	CHECK FOR BINDING AND CABLE OPERATION			N/A
C.	FUEL PRESSURE CHECK			N/A
1.	TURN ON FUEL PRESSURE AND CHECK LINES AND FITTINGS THROUGH FUEL PUMP AND CARBURETOR FOR SIGNS OF LEAKAGE			N/A
2.	FUEL PRESSURE TO REMAIN ON FOR THE FOLLOWING CHECK			N/A
D.	PRIMER OPERATION AND LEAKS			N/A
1.	WITH FUEL PRESSURE ON, OPERATE THE PRIMER SWITCH AND OBSERVE PRIMER SOLENOID AND LINES TO CARBURETOR DUCT FOR SIGNS OF LEAKAGE			N/A

		LEFT	RIGHT	RII
E.	MIXTURE OPERATION AND SUPERCHARGE BLOWER DRAIN			N/A
1.	WITH FUEL PRESSURE ON, OPEN MIXTURE CONTROL CHECKING EACH POSITION AUTO LEAN AND AUTO RICH, THE RETURN TO IDLE CUT OFF			N/A
2.	FUEL SHOULD IMMEDIATELY FLOW OUT BLOWER DRAIN WHEN CONTROL IS PLACED IN AUTO LEAN OR AUTO RICH AND STOP COMPLETELY WHEN CONTROL IS PLACED IN IDLE CUT-OFF. IF FUEL DOES NOT FLOW READILY, CHECK FOR CLOGGED BLOWER DRAIN VALVE. THROTTLE SHOULD BE CRACKED AT LEAST 10% FOR ABOVE CHECK			N/A
F.	THROTTLE OPERATION AND CABLES			N/A
1.	OPERATE THROTTLE AND CHECK FOR FULL OPEN AND FULL CLOSED TRAVEL			N/A
2.	CHECK CABLE ROUTING AND CONDITION			N/A
G.	BLOWER OPERATION AND CABLES	-------	-------	N/A
1.	OPERATE BLOWER CONTROL AND CHECK FULL TRAVEL OF VALVE	-------	-------	N/A
2.	CHECK CABLE ROUTING AND CONDITION	-------	-------	N/A
H.	COWL FLAP OPERATION			N/A
1.	OPERATE COWL FLAPS AND CHECK DEGREE OF OPENING			N/A
2.	CHECK OPERATING CYLINDER FOR LEAKS			N/A
I.	OIL COOLER DOOR OPERATION			N/A
1.	OPERATE OIL COOLER DOOR AND CHECK THE TRAVEL OF DOORS			N/A
J.	OIL DILUTE OPERATION AND LEAKS	-------	-------	N/A
1.	WITH FUEL PRESSURE ON, OPERATE THE OIL DILUTE SWITCH AND OBSERVE THE SOLENOID AND LINES FOR SIGNS OF LEAKAGE	-------	-------	N/A
23.	INSPECTORS APPROVAL			
A.	HAVE AN INSPECTOR APPROVE THE FOREGOING WORK AND O.K. THE WASH DOWN ENGINE AND COWLING AND COWL UP, WITH EXCEPTION OF ANY NON-ROUTINE ITEMS TO BE CLEARED BEFORE COWLING			

		LEFT	RIGHT	RII
24.	LUBRICATE PROPELLER GOVERNOR LINKAGE AND CARBURETOR LINKAGE A. AFTER THE ENGINE HAS BEEN WASHED, THE PROPELLER GOVERNOR CONTROL ROD ENDS AND CARBURETOR CONTROL LINKAGE WILL BE LUBRICATED WITH #10 WEIGHT ENGINE OIL			N/A
25.	INSTALL COWLING A. INSTALL RING COWLING AND ACCESSORY COWLING AND SECURE			N/A
26.	ENGINE GROUND CHECK A. COMPLETE ENGINE GROUND CHECK FORM			N/A
27.	RETURN TO SERVICE A. COMPLETE THE TASK SHEET FOR THIS EVENT			
28.	UPDATE AIRCRAFT FLIGHT LOG FOR NEXT INSPECTION TIME			N/A

NUMBER 3 ENGINE INSPECTION COMPLETE **Date: _____**

Aircraft Total Time _____ **Aircraft – N_____**

Left Engine TSO _____ **Right Engine TSO _____**

Left Propeller TSO _____ **Right Propeller TSO _____**

I certify that this inspection was performed was in accordance with the requirements of the CAMP for this aircraft and the company General Maintenance Manual; that so far as the work performed is concerned, the aircraft is in condition for safe operation; and that no known condition exists that would render the aircraft unairworthy.

Mechanic _____ *Cert Number:* _____

Inspector _____ *Cert Number:*_____

NUMBER 3 AIRFRAME INSPECTION

		MECH	RII
1.	AIR DIRECTIVES COMPLIANCE A. CHECK FOR A.D. NOTES TO BE INSPECTED OR WORK TO BE ACCOMPLISHED		N/A
2.	TIME CHANGE ITEMS A. CHECK WITH RECORDS DEPT FOR LIST OF ANY TIME CHANGE ITEMS		N/A
3.	OPEN INSPECTION PLATES, PANELS, AND DOORS A. OPEN NOSE INSPECTION DOOR		N/A
	B. OPEN CENTER SECTION INSPECTION DOORS		N/A
	C. OPEN ALL INSPECTION PANEL OPENINGS IN WINGS		N/A
	D. OPEN ALL DZUS FASTENER AND SNAP FASTENER OPENINGS ON ELEVATORS, RUDDER, VERTICAL FIN, HORIZONTAL STABILIZERS AND FUSELAGE TAIL SECTION		N/A
4.	COCKPIT AND CABIN INSPECTION A. INSPECT COCKPIT FLOORING FOR CONDITION, AS TO DAMAGE, WEAR AND SECURITY		N/A
	B. INSPECT COCKPIT WINDOWS FOR CONDITION AS TO CLEARNESS, SECURITY AND OPERATION		N/A
	C. INSPECT CABIN FLOORING FOR CRACKS, BAD OR MISSING RIVETS WHERE SKIN IS VISIBLE. CHECK FOR HOLES CAUSED BY CARGO. CHECK FLOOR COVERING FOR CONDITION. IF COVERING IS THIN IS SHOULD BE REPLACED		N/A
5.	CREW SEAT INSPECTION A. INSPECT ALL SEATS FOR MOUNTING AND OPERATION		
	B. CHECK FOR CRACKS, LOOSE BOLTS AND CONDITION OF CUSHIONS		
	C. CHECK BELTS FOR CONDITION, OPERATION AND SECURITY		
6.	INSTRUMENT INSPECTION A. CHECK THE CORRESPONDING READINGS OF VARIOUS INSTRUMENTS AGAINST EACH OTHER WHERE APPLICABLE		N/A

		MECH	RII
	B. CHECK FOR LOOSE INSTRUMENT FACE GLASSES AND PROPER RANGE MARKINGS		N/A
	C. CHECK GENERAL CONDITION, INSTALLATION OF INSTRUMENTS AND PANEL		N/A
7.	WARNING DEVICES INSPECTION A. CHECK GEAR WARNING HORN FOR OPERATION WITH THROTTLES CLOSED AND LANDING GEAR MICRO SWITCH IN THE UNSAFE POSITION		N/A
	B. CHECK FLAP INDICATOR FOR OPERATION		N/A
	C. CHECK EMERGENCY LIGHTING		N/A
8.	CONTROL PEDESTAL ASSEMBLY A. INSPECT CONTROL PEDESTAL FOR SECURITY AND MOUNTING		N/A
	B. CHECK ALL CONTROL RODS, BEARINGS, BOLTS, AND COTTER KEYS, BELL CRANKS, ROUTING, FREEDOM OF MOVEMENT AND GENERAL CONDITION		N/A
	C. INSPECT ALL CABLES FOR RUST, CORROSION AND FRAYING		N/A
	D. INSPECT PULLEYS FOR CONDITION, BOLTS AND SAFETIES		N/A
9.	MAIN ACCUMULATOR INSPECTION A. CHECK ACCUMULATOR AND HYDRAULIC LINES FOR LEAKS, MOUNTING AND SAFETIES		N/A
	B. BLEED HYDRAULIC PRESSURE OFF OF MAIN SYSTEM WITH FLAPS. BLEED BRAKE PRESSURE OFF BY PUMPING BRAKES		N/A
	C. CHECK AIR PRESSURE LOSS. IF EXCESSIVE CORRECT BY SERVICING TO 350+/-0 P.S.I.		N/A
10.	HYDRAULIC TANK INSPECTION A. CHECK THE CONDITION OF THE TANK, CHECK LINES FOR LEAKS AND CONDITION		N/A
	B. SERVICE HYDRAULIC TANK AS PER PLACARD ON HYDRAULIC PANEL		N/A
11.	ANTI-ICER TANK INSPECTION A. CHECK CONDITION AND SERVICEABILITY OF TANK. INSPECT LINES AND UNITS FOR LEAKS AND CONDITIONS		N/A
12.	HAND FIRE EXTINGUISHER(s) A. CHECK THAT PORTABLE AND/OR CO2 BOTTLES ARE PROPERLY INSTALLED, CURRENT DUE DATES, AND THAT SEALS ARE NOT BROKEN		N/A

		MECH	RII
13.	DOORS AND EMERGENCY EXIT INSPECTION A. INSPECT DOORS FOR CONDITION, OPERATION, LATCHES AND LOCKS		N/A
	B. CHECK EMERGENCY EXITS FOR CONDITION AND OPERATION		N/A
14.	CABIN INTERIOR INSPECTION A. INSPECT INTERIOR FOR CRACKS, DAMAGE AND GENERAL CONDITION		N/A
15.	TAIL GEAR INSPECTION A. CHECK SHOCK STRUT FOR LEAKAGE AND CONDITION. TAIL GEAR STRUT SHOULD BE INFLATED TO 1 1/4" +- 1/4" .		N/A
	B. CHECK GEAR ASSEMBLY FOR SECURITY OF BOLTS, COTTER KEYS, SAFETIES AND CONDITION		N/A
16.	ELEVATORS AND TABS INSPECTION A. CHECK ELEVATORS FOR INSTALLATION, BOLTS, COTTER KEYS, HINGE BRACKETS, MOUNTING SECURITY, CORROSION, FABRIC DAMAGE, DOPE AND PAINT		N/A
	B. CHECK TORQUE TUBE BOLTS FOR TIGHTNESS		N/A
	C. INSPECT ELEVATOR TRIM TAB INSTALLATION, BOLTS, COTTER KEYS, HINGE BRACKETS, RODS AND BEARINGS, RIVETS AND SKIN FOR DAMAGE AND CORROSION		N/A
17.	RUDDER AND TAB INSPECTION A. INSPECT RUDDER AND TAB ASSEMBLY FOR CONDITION, FABRIC TEARS, RIVETS, DOPE, PAINT, AND CORROSION		N/A
	B. CHECK RUDDER AND TAB AT HINGE POINTS FOR SECURITY OF BOLTS, COTTER KEYS AND SAFETIES		N/A
	C. CHECK HINGE BRACKETS AND BEARINGS FOR CONDITION		N/A
	D. CHECK ALL BEARINGS, BOLTS AND SAFETIES, CONTROL RODS, BEARING BOLTS, COTTER KEYS AND SAFETIES		N/A
18.	HORIZONTAL STABILIZER INSPECTION A. CHECK HORIZONTAL STABILIZER INSTALLATION FOR CONDITION, CHECK SKIN, RIBS AND STRUCTURE FOR CRACKS, CORROSION, BAD RIVETS AND PAINT		N/A
	B. INSPECT DE-ICER BOOT FOR INSTALLATION, CUTS, DETERIORATION, SCREWS AND STRIPS		N/A

		MECH	RII
19.	VERTICAL FIN INSPECTION A. INSPECT VERTICAL FIN INSTALLATION FOR GENERAL CONDITION. CHECK SKIN FOR LOOSE RIVETS, CRACKS, CORROSION, AND PAINT		N/A
	B. INSPECT DE-ICER BOOT FOR INSTALLATION, CUTS, DETERIORATION, SCREWS AND STRIPS		N/A
20.	CONTROL CABLES INSPECTION A. INSPECT ALL CONTROL CABLES IN TAIL SECTION FOR CORROSION, RUST, FRAYS, SAFETIES, PARALKETONE, ROUTING THROUGH PULLEYS. CHECK CABLES AT ATTACH POINTS FOR BOLTS AND COTTER KEYS. CHECK BRACKETS AND FITTINGS FOR CRACKS, CORROSION, PAINT AND CONDITION		N/A
	B. CHECK ALL LINKAGE AND BELL CRANKS FOR INSTALLATION, SECURITY, CORROSION, BOLTS, COTTER KEYS, CRACKS AND CONDITION		N/A
21.	FUSELAGE SKIN INSPECTION A. INSPECT FUSELAGE SKIN FOR CRACKS, CORROSION, BAD LOOSE AND MISSING RIVETS		N/A
22.	FORWARD FUSELAGE INSPECTION A. INSPECT LINES FOR ROUTING, SECURITY, FITTINGS AND CORROSION		N/A
	B. INSPECT HYDRAULIC UNITS FOR MOUNTING, FITTINGS, LEAKS AND CONDITION		N/A
	C. INSPECT CABLES FOR CORROSION, RUST FRAYS, TURNBUCKLES, SAFETY, ROUTING, PARALKETONE, PULLEYS, BOLTS, AND COTTER KEYS		N/A
	D. INSPECT WIRING FOR SECURITY, DAMAGE, CLEANLINESS CONDITION OF INSULATION, CONDITION OF "J" BOX INTERIORS		N/A
	E. CHECK STRUCTURE FOR CRACKS, CORROSION, PAINT, RIVETS, BRACKETS, FLOOR BEAMS AND FLOORING		N/A
23.	FLOORING BELOW COCKPIT INSPECTION A. INSPECT LINES FOR ROUTING, SECURITY, FITTINGS, LEAKS AND CORROSION		N/A
	B. INSPECT ALL HYDRAULIC UNITS FOR MOUNTING, FITTINGS, LEAKS, AND CORROSION		N/A
	C. INSPECT CABLES FOR CORROSION, RUST, FRAYS, TURNBUCKLE SAFETY, ROUTING PULLEYS, BOLTS AND COTTER KEYS		N/A
	D. INSPECT WIRING FOR SECURITY, DAMAGE, CLEANLINESS, INSULATION, AND "J" BOX INTERIORS		N/A

			MECH	RII
	E.	CHECK STRUCTURE FOR CRACKS, CORROSION, PAINT, RIVETS, BRACKETS, FLOOR BEAMS AND FLOORING		N/A
24.		HEATER SYSTEM INSPECTION		
	A.	INSPECT HEATER INSTALLATION, MOUNTING, SECURITY, AND SAFETY		N/A
	B.	INSPECT WIRING, WIRE ROUTING, SECURITY, FITTINGS, DRAIN LINES FOR ROUTING, OBSTRUCTIONS, AND SECURITY. CO2 SYSTEM FOR CONDITION AND SECURITY		N/A
	C.	DURING HEATER OPERATIONAL CHECK, CHECK FOR FUEL LEAKS, EXHAUST SYSTEM FOR LEAKS AND CRACKS		N/A
25.		FLOORING BELOW CABIN INSPECTION		
	A.	INSPECT LINES FOR CORROSION, ROUTING, SECURITY AND FITTINGS FOR LEAKS		N/A
	B.	INSPECT ALL HYDRAULIC UNITS FOR MOUNTING, FITTINGS, LEAKS AND CONDITION		N/A
	C.	INSPECT CABLES FOR CORROSION, RUST, FRAYS, TURNBUCKLE SAFETIES, PARALKETONE, CABLE ROUTING, PULLEYS, BOLTS, AND COTTER KEYS		N/A
	D.	CHECK STRUCTURE FOR CRACKS, CORROSION, PAINT, BRACKETS, FLOOR BEAMS AND FLOORING		N/A
26.		REAR FUSELAGE COMPARTMENT INSPECTION		
	A.	INSPECT LINES FOR ROUTING, SECURITY, FITTINGS, LEAKS AND CORROSION		N/A
	B.	INSPECT CABLES FOR CORROSION, RUST, FRAYS, TURNBUCKLE SAFETIES, PARALKETONE, CABLE ROUTING, PULLEYS, BOLTS AND COTTER KEYS		N/A
	C.	CHECK STRUCTURE FOR CRACKS, CORROSION, PAINT, RIVETS AND BRACKETS		N/A
27.		BATTERY INSPECTION		
	A.	CHECK BATTERY RACKS FOR CONDITION AND REPAINT WITH ACID PROOF PAINT AS NECESSARY. THE BATTERY SUPPORT STRUCTURE SHALL BE CLEANED DOWN WITH 5% SOLUTION OF SODIUM BICARBONATE AND WATER, WHERE NECESSARY		N/A
	B.	CHECK THE CONDITION OF THE BATTERIES		N/A
	C.	CHECK THE ELECTRO-LITE AND RECORD THE READING IAW with MM CH VII, P 7-38 L._____ R. _____ ADD ENOUGH WATER SO THAT PLATES ARE COVERED BY APPROX. 3/8" OF SOLUTION		N/A

		MECH	RII
28.	CENTER SECTION INTERIOR INSPECTION A. THROUGH THE CENTER SECTION INSPECTION DOORS INSPECT LINES FOR ROUTING, SECURITY, FITTINGS, LEAKS AND CORROSION		N/A
	B. INSPECT CABLES FOR CORROSION, RUTS, FRAYS, TURNBUCKLE SAFETIES, ROUTING, PARALKETONE, PULLEYS, BOLTS AND COTTER KEYS		N/A
	C. CHECK WIRING FOR SECURITY, DAMAGE, CLEANLINESS AND INSULATION		N/A
29.	WING AND CENTER WING SKIN INSPECTION A. THROUGH INSPECTION PLATES, INSPECT INTERNAL STRUCTURE FOR CRACKS, CORROSION, BROKEN MEMBERS, BOLTS AND PAINT		N/A
	B. INSPECT SKIN FOR CONDITION, CRACKS, CORROSION, PAINT, BAD RIVETS, LOOSE RIVETS, HOLES AND GENERAL CONDITION		N/A
	C. CHECK FAIRING FOR CONDITION AND LOOSE SCREWS		N/A
30.	FLAP INSPECTION A. INSPECT FLAP INSTALLATION, SECURITY, LINKS, BOLTS AND COTTER KEYS		N/A
	B. CHECK FLAP ACTUATING CYLINDER FOR LEAKS AND CONDITION		N/A
	C. INSPECT SKIN FOR CRACKS, CORROSION, ESPECIALLY IN EXHAUST AREAS, BAD AND LOOSE RIVETS, HOLES AND CONDITION		N/A
31.	FUEL PRESSURE INSPECTION A. WITH SYSTEM PRESSURIZED CHECK LINES, FITTINGS AND UNITS FOR LEAKS, CHECK LINES FOR ROUTING AND SECURITY, CLAMPS FOR SECURITY, CORROSION AND CONDITION. CHECK FUEL VALVE LINKAGE, FITTINGS, BOLTS, SELECTOR PLACARDS AND CONDITION		N/A
	B. WITH FUEL PRESSURE ON BOTH SIDES CHECK FUEL PRESSURE. BOTH GAUGES SHOULD READ APPROXIMATELY THE SAME. TURN ONE SELECTOR OFF AND EACH TANK WILL BE SELECTED IN TURN AND THE PRESSURE INDICATION CHECKED FOR SEQUENCE OF OPERATION. REPEAT THE ABOVE OPERATION FOR THE OTHER SELECTOR		N/A
	C. INSPECT FUEL TANKS FOR LEAKS, SECURITY AND CONDITION. CHECK FILLER NECKS AND CRUPPERS FOR SECURITY AND CONDITION. CHECK CAPS FOR FIT AND MARKINGS. CHECK VENTS BLEED BACK LINES FOR LEAKS, FITTINGS FOR CRACKS, MOUNTING, ROUTING AND CONDITION		N/A

		MECH	RII
32.	AILERON TAB INSPECTION A. INSPECT AILERON FABRIC FOR HOLES AND CONDITION. CHECK TAB FOR SECURITY, BOLTS, COTTER KEYS, ROD END BEARINGS AND CONDITION		N/A
	B. CHECK AILERON LINKAGE INCLUDING BELL CRANK FOR CONDITION, BOLTS, COTTER KEYS AND ROD END BEARINGS		N/A
	C. INSPECT AILERON HINGE BRACKET FOR SECURITY, CRACKS, CORROSION, BOLTS AND SAFETY. CHECK BEARINGS FOR TIGHTNESS AND LUBRICATION		N/A
33.	WING DE-ICER BOOTS INSPECTION A. INSPECT DE-ICER BOOTS FOR CUTS, CRACKS, DETERIORATION, SCREWS AND STRIPS		N/A
34.	NACELLE SKIN INSPECTION A. INSPECT SKIN FOR CRACKS, CORROSION, BAD, LOOSE AND MISSING RIVETS		N/A
	B. CHECK FAIRING FOR CRACKS, CORROSION, SECURITY AND CONDITION		N/A
35.	NACELLE INTERIOR INSPECTION A. INSPECT THE CONDITION OF THE INTERIOR STRUCTURE, CHECK FORMERS AND SKIN FOR CRACKS AND CORROSION. CHECK BOLTS, SCREWS AND CONDITION		N/A
	B. INSPECT ALL LINES FOR CONDITION, ROUTING, SECURITY AND LEAKS		N/A
	C. INSPECT WIRING FOR SECURITY, DAMAGE, CLEANLINESS AND COVERING, INCLUDING ALL "J" BOX INTERIORS		N/A
	D. CHECK ALL CABLES FOR CORROSION, RUST, FRAYS, TURNBUCKLE SAFETIES, ROUTING, PULLEYS, BOLTS AND COTTER KEYS		N/A
	E. INSPECT OIL TANK FOR INSTALLATION, SECURITY, CHAFING, OIL LEAKS, CRACKS AND CLEARANCE. CHECK OIL TANK DRAIN FOR SAFETY IN OFF POSITION		N/A
36.	MAIN LANDING GEAR INSPECTION A. INSPECT GEAR DOWN LOCK FOR INSTALLATION, BOLTS AND COTTER KEYS. CHECK LOCK SLIDE FOR FULL LOCK POSITION		N/A
	B. CHECK COMPENSATOR, CYLINDER STRUT AND LINKAGE FOR CONDITION, BOLTS, COTTER KEYS, RUST, PAINT, CORROSION, CRACKS AND SAFE CONDITION		N/A

			MECH	RII
	C.	CHECK POSITIVE LOCK HOOK IN COCKPIT AND SAFETY		N/A
	D.	INSPECT RETRACT STRUT FOR SECURITY, BOLTS, COTTER KEYS, HYDRAULIC LEAKS AT PACKING GLAND, FITTINGS AND LINES		N/A
	E.	CHECK WHEEL INSTALLATION, CONDITION, CORROSION, CRACKS AND PAINT		N/A
	F.	INSPECT DRAG STRUT ASSEMBLY FOR SECURITY, CRACKS, CORROSION, SAFETY, LOOSENESS OR WEAR		N/A
	G.	INSPECT OLEO STRUTS FOR LEAKS, PACKING GLAND SAFETY, CRACKS AT FITTINGS, BOLTS, COTTER KEYS, PAINT, CORROSION AND CONDITION		N/A
	H.	INSPECT LANDING GEAR INSTALLATION, BOLTS, COTTER KEYS, CRACKS, CORROSION, PAINT, HYDRAULIC LINES, LINKS AND CONDITION. CHECK GEAR DOORS AND BRAKES IF INSTALLED		N/A
37.	<u>INSTRUMENT FILTERS INSPECTION</u>			
	A.	REMOVE AND CLEAN INSTRUMENT SYSTEM AIR FILTERS BY BLOWING OUT WITH COMPRESSED AIR		N/A
	B.	IF FILTERS WILL NOT CLEAN OUT THEN REPLACE WITH A NEW FILTER		N/A
38.	<u>GEAR RETRACTION AND INSPECTION</u>			
	A.	THIS IS A GROUND FUNCTIONAL CHECK FOR THE LANDING GEAR MECHANISM AND WARNING SYSTEM AND IS DESIGNED TO ANTICIPATE MALFUNCTIONS AND INSURE PROPER OPERATION OF THE GEAR IN FLIGHT. IN AS MUCH AS CONSIDERABLE HAZARDS ARE INVOLVED IN THIS OPERATION, THE MECHANIC PERFORMING THIS CHECK SHALL EXERCISE ALL REASONABLE PRECAUTIONS TO ASSURE THE HIGHEST FACTOR OF SAFETY FOR BOTH MEN AND THE EQUIPMENT. ONLY ONE ITEM IS PROVIDED TO SIGN OFF THIS COMPLETE INSPECTION TO INSURE THIS CHECK BEING DONE AS ONE CONTINUOUS OPERATION AND TO AVOID THE UNSAFE PRACTICE OF THE MECHANIC STOPPING IN THE MIDDLE OF THIS INSPECTION TO ACCOMPLISH SOME OTHER WORK. ONCE THIS PROCEDURE IS INITIATED IT SHOULD BE FOLLOWED THROUGH TO COMPLETION, IN THE LEAST AMOUNT OF TIME TO MINIMIZE, AS FAR AS POSSIBLE, THE POTENTIAL HAZARDS INVOLVED	----------	N/A
	B.	HOOK UP HYDRAULIC TEST STAND TO GROUND SERVICE FITTINGS OR USE HAND PUMP		

		MECH	RII
C.	JACK UP THE SHIP UNTIL MAIN AND TAIL GEAR WHEELS CLEAR THE GROUND. (BE SURE TAIL WHEEL IS IN THE LOCKED POSITION)		
D.	TO RETRACT LANDING GEAR, PLACE THE MECHANICAL LATCH CONTROL HANDLE IN THE LATCH RAISED POSITION. THIS WILL RAISE THE SAFETY LATCHES, RELEASING THE LANDING GEAR ACTUATING CYLINDER PISTON ROD HOOKS. PLACE LANDING GEAR CONTROL VALVE HANDLE IN THE UP POSITION, HYDRO FLUID UNDER PRESSURE WILL THEN BE DIRECTED TO THE LOWER END OF THE ACTUATING CYLINDER, RETRACTING THE PISTON ROD, WHICH IN TURN RETRACTS THE GEAR. THE LANDING GEAR INDICATOR WILL GO OUT AND THE WARNING INDICATOR LAMP WILL LIGHT. (NOTE: THROTTLES MUST ADVANCE OR HORN WILL BLOW)		
E.	RETURN LANDING GEAR CONTROL VALVE TO NEUTRAL; GEAR SHOULD REMAIN IN UP POSITION. THE MECHANICAL LATCH CONTROL HANDLE SHOULD AUTOMATICALLY RETURN TO THE SPRING LATCH POSITION. CHECK FLAP WARNING HORN. HORN SHOULD BLOW AS FLAPS ARE MOVED PAST APPROACH POSITION WITH GEAR UP		
F.	PLACE THE LANDING GEAR CONTROL VALVE HANDLE IN DOWN POSITION. GEAR SHOULD EXTEND AND LOCK IN THE DOWN POSITION. RETURN LANDING GEAR CONTROL VALVE TO NEUTRAL. WARNING INDICATOR SHOULD GO OUT AND LANDING GEAR INDICATOR INDICATE DOWN AND LOCKED. FLAP WARNING HORN SHOULD STOP BLOWING.		
G.	CLIP THE MECHANICAL LATCH CONTROL HANDLE TO THE FLOOR IN THE POSITIVE LOCK POSITION AND INSTALL THE GROUND SAFETY PINS		
H.	ADJUSTMENT OF THE ACTUATING CYLINDER HOOK AND SAFETY LATCH GUIDE 1. MINIMUM SIDE CLEARANCE .035 INCH 2. ALLOWABLE SIDE PLAY .010 INCH 3. HOOK AND LATCH CLEARANCE 1/64" ON LANDING GEAR HYDRAULIC SYSTEM. FLUSH TO 1/32" WITH NO DOWN PRESSURE 4. THERE SHOULD BE 3/32" CLEARANCE WITH LATCH CONTROL HANDLE IN THE SPRING LATCH POSITION. THE CABLE TENSION IN THE NACELLE SHOULD BE 30 LBS		

			MECH	RII
	I.	ADJUSTMENT OF THE CONTROL SAFETY LATCH MECHANISM 1. CLEARANCE BETWEEN THE CATCH AND SHOE SHOULD BE 1/32" 2. STEP MUST ENGAGE DOG BY 1/16" MINIMUM WITH CONTROL HANDLE IN DOWN POSITION AND LATCH POSITION IN LATCH RAISED POSITION		
	J.	DEFLATE STRUTS, LOWER SHIP, AND REMOVE JACKS FROM UNDER THE AIRCRAFT IMMEDIATELY		N/A
	K.	WITH MAIN AND TAIL GEAR STRUTS FULLY DEFLATED, FILL THE OLEOS WITH HYDRAULIC OIL, RED MINERAL BASE, TO OVER-FLOW. REINSTALL FILLER CAP AND INFLATE TO PROPER HEIGHT		N/A
	L.	REMOVE HYDRAULIC TEST STAND		N/A
39.	<u>WING ATTACH ANGLES INSPECTION</u>			N/A
	A.	REMOVE THE FAIRINGS FROM BOTH WINGS ATTACH ANGLES		N/A
	B.	BEFORE ANY CLEANING IS ACCOMPLISHED, INSPECT THE ATTACH ANGLES FOR CRACKS, LOOSE RIVETS, DAMAGE AND CONDITION OF PAINT. COMPLY WITH SECTION 1., VISUAL INSPECTION OF "WING ATTATCH ANGLE INSPECTION" FOUND IN C.A.M.P.		N/A
	C.	AFTER THE ATTACH ANGLES HAVE BEEN THOROUGHLY INSPECTED, CLEAN AS NECESSARY		N/A
	D.	CHECK TORQUE OF ALL ATTACH ANGLE BOLTS (135-150 IN. LBS)		N/A
	E.	REPAINT ATTACH ANGLES AS NECESSARY		N/A
	F.	INSTALL NEW CHAFING TAPE AROUND THE INSIDE EDGES OF ALL ATTACH ANGLE FAIRINGS AND RE-PAINT AS NECESSARY		N/A
	G.	AFTER ALL WORK IS ACCOMPLISHED AND INSPECTED, RE-INSTALL AND SAFETY ALL ATTACH ANGLE FAIRINGS		
40.	<u>WINDSHIELD WIPER INSPECTION</u> A.	PLACE PAPER UNDER THE WINDSHIELD WIPER BLADES AND OPEN THE WIPER CONTROL VALVES. CHECK FOR PROPER OPERATION OF WIPERS		N/A
	B.	CHECK WIPER UNITS FOR INSTALLATION, MOUNTING LEAKS AND SAFETIES.		N/A
	C.	CHECK WIPER FOR DETERIORATION, MOUNTING AND SAFETIES		N/A

		MECH	RII
41.	OPERATIONAL CHECK OF DE-ICING SYSTEM A. CONNECT A LOW PRESSURE, HIGH VOLUME AIR SUPPLY TO THE BOOT TEST OUTLET. PLACE A DRAIN BUCKET BENEATH THE DE-ICER BOOT OVERBOARD VENT LINE AND TURN ON THE TEST OUTLET VALVE. AFTER THE SOLVENT HAS DRAINED OPEN THE TEST VALVE IN SUCH A MANNER TO CAUSE THE RELIEF VALVE TO OPEN AND EXPEL THE REMAINING SOLVENT FROM THE RELIEF VALVE VENT LINE		N/A
	B. TURN ON THE DE-ICER DISTRIBUTOR MOTOR AND CHECK THE OPERATION OF EACH DE-ICER BOOT INDIVIDUALLY NOTING THE PRESSURE ON EACH CYCLE. CHECK THE CORRESPONDING BOOT ON THE OPPOSITE SIDE OF THE AIRCRAFT FOR SIMULTANEOUS OPERATION		N/A
	C. TURN THE DE-ICER BOOT SWITCH TO THE OFF POSITION AND NOTE THAT THE DISTRIBUTOR VALVE PARKS ON THE OPEN PORT		N/A
42.	VERTICAL AND HORIZONTAL ATTACH ANGLES INSPECTION A. BEFORE ANY CLEANING IS ACCOMPLISHED, INSPECT THE ATTACH ANGLES FOR CRACKS, LOOSE RIVETS, DAMAGE AND CONDITION OF PAINT		N/A
	B. CHECK TIGHTNESS OF ALL ATTACH BOLTS AND SCREWS		N/A
	C. CHECK SCREWS FOR SECURITY AND TIGHTNESS ON VERTICAL STABILIZER		N/A
43.	TIRES INSPECTION A. INSPECT TIRES FOR CUTS, DETERIORATION, FLAT SPOTS, MOUNTING, AIR VALVES AND CAPS		N/A
	B. CHECK TIRE PRESSURE WITH GAUGE 1. MAIN TIRES 55-60 P.S.I. 2. TAIL TIRE 70 P.S.I.		N/A
44.	PITOT STATIC SYSTEM INSPECTION A. THIS CHECK IS REQUIRED ACCOMPLISHED EACH 24 MONTHS NOT NECESSARILY WITH THIS INSPECTION.		N/A
45.	LUBRICATE AIRCRAFT A. LUBRICATE AIRCRAFT IN ACCORDANCE WITH MANUFACTURERS LUBRICATION SCHEDULE. (REMOVE EXCESSIVE GREASE AND OIL)		N/A
46.	NOSE SECTION INSPECTION A. CHECK ALL LINES AND FITTINGS FOR CONDITION, ROUTING, SECURITY AND LEAKS		N/A

		MECH	RII
	B. CHECK WIRING AND INSTRUMENT PANEL FOR ROUTING AND CONDITION. CHECK FOR FRAYED OR BROKEN WIRES		N/A
	C. CHECK FRAMES AND SKIN FOR CORROSION AND CRACKS		N/A
47.	CHECK PITOT HEATER OPERATION A. TURN ON HEATERS AND CHECK FOR OPERATION (current draw > 3 amps)		N/A
	B. CHECK THAT ALL VENT HOLES ARE OPEN		N/A
	C. CHECK PITOT SYSTEM INOP WARNING LIGHTS		N/A
48.	INSPECTORS APPROVAL A. GET INSPECTORS O.K. TO CLOSE ALL PLATES, PANELS, SCREENS AND DOORS		
49.	CLOSE ALL INSPECTION PLATES, PANELS, SCREENS AND DOORS A. CLOSE AND SECURE ALL PLATES, PANELS, SCREENS AND DOORS		N/A
50.	PLACARDS FOR INSTALLATION AND CONDITION INSPECTION A. CHECK TYPE CERTIFICATE DATA FOR RECOMMENDED PLACARDS AND THEIR LOCATION		N/A
	B. CHECK AIRCRAFT PLACARDS FOR PROPER LOCATION, INSTALLATION AND CONDITION		N/A
51.	RADIO INSPECTION A. COMPLETE 12 MONTH AVIONICS INSPECTION		N/A
52.	EMERGENCY EQUIPMENT INSPECTION A. COMPLETE EMERGENCY EQUIPMENT INSPECTION FORM		N/A
53.	PRE-FLIGHT INSPECTION A. COMPLETE PRE-FLIGHT INSPECTION FORM		N/A
54.	UPDATE AIRCRAFT FLIGHT LOG FOR NEXT INSPECTION TIME.		N/A
54.	RELEASE TO SERVICE A. COMPLETE TASK SHEET.		

NUMBER 3 AIRFRAME INSPECTION COMPLETE **Date: _____**

Aircraft Total Time _____ **Aircraft – N_____**

Left Engine TSO _____ **Right Engine TSO _____**

Left Propeller TSO _____ **Right Propeller TSO _____**

I certify that this inspection was performed was in accordance with the requirements of the CAMP for this aircraft and the company General Maintenance Manual; that so far as the work performed is concerned, the aircraft is in condition for safe operation; and that no known condition exists that would render the aircraft unairworthy.

Mechanic _____ *Cert Number:* _____

Inspector _____ *Cert Number:*_____

COMPRESSION CHECK RECORD

Station: _____ Date: _____ Aircraft No.: _____ T.T.A. _____

Engine #1 _____ Engine #2 _____ Inspection # _____

Cyl	Compression
1	
2	
3	
4	
5	
6	
7	
8	
9	

Cyl	Compression
1	
2	
3	
4	
5	
6	
7	
8	
9	

Date _____ Mechanic _____ CERT #. _____

LUBRICATION SCHEDULE

DATE _____ A/C # _____ T.A.T. _____

NOTE: See Maintenance Manual Sec I page 46 – 57 for Type Lubricant and Application Instructions.

		Left	Right	Mechanic
l.	Main Gear Linkage Fittings.	_____	_____	_____
2.	Main Gear Actuator & Damper Cyl. Fittings	_____	_____	_____
3.	Gear Latch Assembly.	_____	_____	_____
4.	Cowl Flap Actuating Hinges.	_____	_____	_____
5.	Engine Control Cable Idlers.	_____	_____	_____
6.	Wing Flap Linkage, Rollers, U-Joints, etc.	_____	_____	_____
7.	Wing Flap Cyl. Rollers, Links, etc.	_____	_____	_____
8.	Aileron Tab Actuating Mechanism.	_____	_____	_____
9.	Aileron Cables at Wing Bellcranks.	_____	_____	_____
10.	Aileron Cable Ends at Master Bellcranks.	_____	_____	_____
11.	Control Wheel Shaft.	_____	_____	_____
12.	Control Column Chains & Sprocket Wheels.	_____	_____	_____
13.	Crew Seat Rollers, Slides, Linkages.	_____	_____	_____
14.	Rudder Pedal Slides.	_____	_____	_____
15.	Rudder & Brake Pedal Linkages.	_____	_____	_____
16.	Cabin & All Cargo Door Hinges & Handles.	_____	_____	_____
17.	Cabin & All Cargo Door Catches.	_____	_____	_____
18.	Misc. Controls (Heater, Park Brake, Tank Selectors, etc., Nose Area)	_____	_____	_____
19.	Misc. Linkages (Tail Wheel Lock, Gear Selector Lock, Hand Pump, etc., Fwd. Lwr. Fuselage Area)	_____	_____	_____
20.	Tail Gear Shock Strut Fluid Level.	_____	_____	_____
21.	Tail wheel Lock Linkage.	_____	_____	_____
22.	Tail Post Upper & Center Bearing.	_____	_____	_____
23.	Tail Shock Strut & Fork Fittings.	_____	_____	_____
24.	Rudder Tab Actuating Mechanism.	_____	_____	_____
25.	Elevator Tab Actuating Mechanism.	_____	_____	_____
26.	Elevator Cable to Horn, Pivot Points.	_____	_____	_____
27.	Misc. Linkages (Nacelle Area)	_____	_____	_____
28.	Battery support Tube & Locks.	_____	_____	_____

LUBRICATION SERVICE COMPLETED:

DATE _____ MECHANIC _____ CERT # _____

12 MONTH AVIONICS INSPECTION

SECURITY OF INSTALLATION AND MOUNTING CHECKS 1. RADIO RACKS	
2. STATIC WICKS	
3. ANTENNAS	
4. DEFERRED ITEMS TO BE CORRECTED	
5. CLEAN LOOP DRAIN HOLES	
6. POWER SUPPLIES AND ISOLATION AMPLIFIERS (#3 CHECK ONLY)	
7. JUNCTION BOXES	
OPERATIONAL CHECK CHECK FOR CONDITION AND SERVICEABILITY AS PER MANUFACTURERS RECOMMENDATIONS	
1. POWER SUPPLIES	
2. ISOLATION AMPLIFIERS	
3. HEADSETS	
4. MICROPHONES	
5. GYRO COMPASS	
6. MARKER BEACON AND LIGHTS	
7. GLIDESLOPE RECEIVERS	
8. #1 LOCALIZER	
9. #2 LOCALIZER	
10. #1 OMNI	
11. #2 OMNI	
12. FRONT/BACK COURSE SELECTOR	
13. #1 VHF	
14. #2 VHF	
15. DME	
16. #1 ADF	
17. #2 ADF	
18. CAPTAINS JACK BOX	
19. FIRST OFFICERS JACK BOX	

20. OBSERVERS JACK BOX	
21. GPS #1 FUNCTION	
22. GPS #2 FUNCTION	
23. MARINE BAND RADIO	
24. CABIN PUBLIC ADDRESS SYSTEM	

Note: Individual inspections are required for Transponders, Pitot Static Systems, and Emergency Locators in accordance with Current Federal Aviation Regulations. These Inspections are included in this program and are maintained by Task Sheets generated by the Fleet Status II Program.

ANNUAL AVIONICS INSPECTION COMPLETE **Date: _____**

Aircraft Total Time _____ **Aircraft N-_____**

I certify that this Avionics Inspection performed was in accordance with the requirements of the CAMP for this aircraft and the company General Maintenance Manual; that so far as the work performed is concerned, the aircraft is in condition for safe operation; and that no known condition exists that would render the aircraft unairworthy.

Repair Station _____ *Cert Number:* _____

Inspector _____ *Cert Number:*_____

LIGHTNING STRIKE INSPECTION

STATION _____ DATE _____ AIRCRAFT # _____ T.A.T._____

When an aircraft has been involved in known or suspected lightning strikes, the following inspection procedures shall apply. This inspection is to be accomplished by designated maintenance inspectors.

		MECHANIC
1.	Inspect the empennage control surfaces for evidence of burn out to the skin and trailing edge of surface.	_____
2.	Inspect bearings of empennage control surface for evidence of heat and welding damage.	_____
3.	Inspect control surface hangers for evidence of heat or burn out.	_____
4.	Inspect fuselage skin for evidence of burn spots.	_____
5.	Inspect wings, ailerons, and flaps for burn spots.	_____
6.	Inspect aileron and flap bearings for evidence of heat or welding damage.	_____
7.	Inspect prop blades for evidence of extreme heat or discharge burns.	_____
8.	Inspect engine nose case and thrust gearing area for evidence of extreme heat or discharge burns.	_____
9.	Inspect all radio antennae and radome (if installed) for evidence of burn out spots.	_____
10.	Inspect pitot tubes and masts for burn spots.	_____
11.	Make operational check of all communication and navigation equipment.	_____
12.	Make operational check of all lights.	_____
13.	Enter all discrepancies found on Squawk Sheet for corrective action.	_____
14.	Check compasses to determine condition of swinging on cardinal headings.	_____
15.	Enter in aircraft log "Aircraft Inspected per Lightning Strike Inspection Form" with proper return to service certification.	_____

LIGHTNING STRIKE INSPECTION COMPLETED

DATE _____ MECHANIC _____ CERT # _____

TURBULENT AIR/HARD LANDING INSPECTION

STATION _____ DATE _____ AIRCRAFT # _____ T.A.T._____

The following areas are to be inspected each reported flight in turbulent air or excessively hard landing. Flight crews are responsible for notifying maintenance of any such incident in order to initiate this inspection.

MECHANIC

1. Inspect the upper and lower surfaces of the outer wings between front and rear spars from the attach angle to station 53 for skin buckles or sheared rivets which indicate internal failure. _____
2. Inspect upper and lower skin of outer wings in area extending diagonally from landing light to Sta. 107 at aileron root cut-out for excessive buckling. Slight evidence of diagonal ripples in this area are present in all DC-3 aircraft, but pronounced buckling indicates a possibility of internal failure of the structure. _____
3. Remove outer wing at center section attach angle fairings and inspect bolts on upper and lower angles particularly at spars. Remove two or three bolts at each spar and check for cracking or stretching in the base of the last thread groove. _____
4. Inspect center section skin, structure, spars and webs at Sta. 111 in wheel well area. Pay particular attention to the landing gear upper truss attach fitting cut-out in the front spar cap. Cracks in this area run fore and aft across the spar cap and have been reinforced with steel doubler plates. Check for crack progression aft of these plates into the vertical leg of the cap. _____
5. Thoroughly inspect lower center section skin at front spar on inboard and outboard sides on nacelle where lower skin is cut back in a curve from the leading edge. Check for fore and aft cracking of the skin or loose or sheared skin-to-spar attach rivets. Some airplanes have a large saddle shaped doubler in this area repairing an existing crack. If such a doubler is present, open the round inspection plate in the forward bulkhead of the lower nacelle aft fairing and check for sheared rivets or progression of a crack aft of the present doubler. _____
6. Loosen aft port on horizontal Stabilizer fairings and inspect stabilizer skin surfaces for buckling in area covered by fillet. Exact location of failure point is 22 inches outboard of stabilizer half attach angle. _____
7. Enter in aircraft logs "Turbulent air/hard landing inspection completed" and proper Return To Service Certification. _____

TURBULENT AIR/HARD LANDING INSPECTION COMPLETED:

DATE _____ MECHANIC _____ CERT # _____

WING ATTATCH ANGLE INSPECTION

It has been noted that certain portions of the wing attach angles on the Navy R4D-8 may be susceptible to corrosion. If left uncorrected such corrosion can possibly lead to failure of the Principal Structural Elements associated with the attach angles. Common causes of corrosion are: Structures associated with exhaust path areas, dissimilar metal contact, joints between extruded aluminum sections and laminations, moisture trapped against a structure secondary to accumulated dirt and extreme age.

SECTION 1 – Visual Inspection

A visual inspection of the wing attach angles on the aircraft must be performed annually and in accordance with the time in service intervals approved by the FAA in this document. The entire structure should be carefully inspected for evidence of loose rivets, cracks, blunt force damage and corrosion. Evidence of corrosion between the wing attach angle and the wing skin often manifests itself by slight bulging of the surface of the attach angle above the area of corrosion. Such bulging can be determined by laying a straight edge on the attach angle near the wing skin attach rivets. By sliding the straight edge along the attach angle the mechanic should check for bulging associated with subsurface corrosion. If evidence of possible corrosion is noted the aircraft should be subject to the further inspection procedures outlined in SECTION 2 below prior to being returned to service.

Completion of "3rd Airframe Inspection", p 10, #39 (B) constitutes completion of required Visual Inspection Procedures.

Additionally, a visual inspection of the attach angles and associated wing structures should be performed any time a wing is removed. Indication of Visual Inspection of Wing Attach Angle structures must be included in the Maintenance Log Entry for wing installation.

SECTION 2 – Ultrasonic Inspection

An Ultrasonic inspection of the wing attach angles on the aircraft must be performed at a minimum of each 2,000 hours Time in Service or 5 years (whichever occurs first).

Ultrasonic inspection is an NDI technique that uses sound energy moving through the test specimen to detect flaws. The sound energy passing through the specimen will be displayed on a Cathode Ray Tube (CRT), a Liquid Crystal Display (LCD) computer data program, or video/camera medium. Ultrasonic inspection can easily detect flaws that produce reflective interfaces. Ultrasonic inspection is used to detect surface and subsurface discontinuities, such as: cracks, shrinkage cavities, bursts, flakes, pores, delamination, and porosity.

Ultrasonic Inspection procedures are found in:

- Douglas Report No. L26-013 (DC-3 Supplemental Inspection Document) Section 20-50-00
- AND in AC 43.13 1B Chapter 5, Section 7, Paragraph 5-92.

Persons properly trained in the use of ultrasonic equipment and interpretation of ultrasonic data must perform ultrasonic Inspections required by this program. The operator must retain copies of reports generated by Ultrasonic Inspection of Wing Attach Angle Structures with the aircraft records at least until superseded.

Discovery of significant flaws in the wing attach angle by Ultrasonic Inspection requires replacement of that angle and any associated structures that have been damaged (or other remedy approved by the FAA).

SUPPLEMENTAL INSPECTION DOCUMENT (SID) COMPLIANCE PROGRAM

The SID Compliance Program has been established to provide a system for compliance with AD 90-05-08 which requires periodic inspection of the Principal Structural Elements (PSE), as defined in Chapter I, Section VI, and Chapter III of McDonnell Douglas Corporation Report No. L 26-013, DC-3 Supplemental Inspection Document (SID), Revision 1, dated January 1990.

The following is a list of applicable SIDs, and their compliance dates. For complete information regarding compliance methodology, refer to the Douglas Aircraft SID Program Manual.

SID INSPECTION THRESHOLD & INTERVALS

PSE #	Subject	Start	Interval	
		TIS	Phase I Visual	Phase II X-ray
53.03.01C	Aft Upper Frames (Below Tail)	26,500	6,000	
54.03.01A	Eng Mount Bolts (Aft Firewall)	20,000	3,200	
55.03.01C	Elevator Hinge Brackets	60,000	12,000	12,000
55.03.02A	Lower Rudder Support	30,000	3,000	
55.03.03C	Rudder Hinge Brackets (#1 & #2)	30,000	6,000	6,000
55.03.05A	Upper Rudder Support	30,000	3,000	
57.03.01C	Outer Wing Lower Skin	60,500	4,000	9,000
57.03.03C	Lower Wing Skin & Front Spar Cap	*Varies with aircraft*		
	Doublers Installed →	Inspect each 2,000 T.I.S IAW SRO3578002		
	No Doublers Installed (Per AMOC)	Inspect IAW Ref. AMOC		
57.03.04C	Aileron Hinge Support	60,000	4,000	4,000
57.03.05A	MLG Rear Strut Attach Structure	73,000	4,000	4,000
57.03.06C	Lower Wing Skin Cord wise Splice	60,500	4,000	9,000
57.03.07C	Outer Wing Lower Span Skin Splices	60,500	4,000	9,000
71.03.01E	Welded Engine Mount	30,000	6,000	6,000
5700.TN	Company will inspect the wing attach angle PSE in accordance with the instructions found in this document entitled "Wing Attach Angle Inspection" including:			

- Visual inspection at 300 hr or 1 year (whichever occurs first) intervals
- **AND** Ultrasonic inspections in Accordance with "DC-3 Supplemental Inspection Document", Rev 1, section 20-50-00 each 2,000 TIS or 5 years (whichever occurs first).

FAA APPROVED TIME LIMIATIONS

LIFE LIMIT, OVERHAUL, REPLACEMENT AND INSPECTION
SUPER DC-3 SERIES AIRCRAFT

Item	*Overhaul or Inspection Interval.* PAGE 1 OF 2
25 Hour Check	Complete 25 hour Ground Check IAW with CAMP
AD 84-13-06 R2	Inspect Propeller blades for corrosion IAW AD 84-16-06 every 60 months time in service.
AD 92-06-15	Doublers Installed - At intervals not to exceed 2,000 hours time-in-service, inspect the wing using the visual method specified in McDonnell Douglas Service Rework Drawing SR03578001, dated March 11, 1988; and McDonnell Douglas Service Rework Drawing SR03578002, Revision A, dated September 26, 1988; for the applicable airplanes.
Airframe- #1 Insp.	Complete #1 Airframe Inspection 100 hours after #3 Airframe Inspection – Note grace period as approved in CAMP.
Airframe- #2 Insp.	Complete #2 Airframe Inspection 100 hours after #1 Airframe Inspection – Note grace period as approved in CAMP.
Airframe- #3 Insp.	Complete #3 Airframe Inspection 100 hours after #2 Airframe Inspection – Note grace period as approved in CAMP. The #3 inspection must be accomplished within 18 months from the previous #3 inspection.
Aft Bag Smoke Detector	Inspect the AFT Baggage Compartment (if installed) IAW the ICA contained in the STC for the unit every 12 calendar months..
Air Brake Bottle	Recertified by hydrostatic testing every 60 months time in service.
Altimeter Cert	Recertify IAW FAR 91.411 every 24 calendar months.
Avionics Insp.	Complete Avionics Inspection IAW the CAMP annually.
ELT Battery	Replace batteries IAW 91.207(c) and with Manufacturer's recommendations
ELT Function	Function check ELT each 12 months IAW 91.207(d).
Engine- #1 Insp.	Complete #1 Engine Inspection 125 hours after #3 Engine Inspection – Note grace period as approved in CAMP.
Engine- #2 Insp.	Complete #2 Engine Inspection 125 hours after #1 Engine Inspection – Note grace period as approved in CAMP.
Engine- #3 Insp.	Complete #3 Engine Inspection 125 hours after #2 Engine Inspection – Note grace period as approved in CAMP. The #3 inspection must be accomplished within 18 months from the previous #3 inspection.
Engine OH	Maximum TBO for Wright 1820-80x Engine is 1,600 hours TIS
Fire Bottles	Fire Bottle Pressure vessels must be recertified by hydrostatic testing every 60 months time in service.
Hand Fire Ext.	Reweigh and Recertify Hand Held Fire Extinguisher(s) Annually
Heater	For Combustion type heater installations - Disassemble and Inspect IAW manufactures instructions each 1,000 hours TIS.
Life Vests	External Visual Inspection is required Annually – Unpack, Inspect and Repack IAW with manufacturer's instructions every 24 calendar months.
Crew Oxygen Bottles	Oxygen Bottles must be recertified by hydrostatic testing every 60 months time in service.
PBE Bottle	Personal Breathing Equipment utilizing a pressure vessel must be hydrostatically tested IAW the manufactures instructions at least every 60 months.
Pitot Static Cert.	Recertify IAW FAR every 24 calendar months and or each time system is opened.

ITEM	*OVERHAUL OR INSPECTION INTERVAL.* *PAGE 2 OF 2*
Prop Governor OH	Maximum TBO for P/N 4G8-G23 Governor is 2,600 hours TIS
Propeller OH	Maximum TBO for Hamilton Standard P/N 23E50 propeller is 2,600 hours TIS.
Reweigh Aircraft	The aircraft must be reweighed utilizing calibrated equipment IAW with approved procedures every 36 months.
SID PSE 53.03.01C	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
SID PSE 54.03.01A	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
SID PSE 55.03.01C	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
SID PSE 55.03.02A	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
SID PSE 55.03.03C	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
SID PSE 55.03.05A	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
SID PSE 57.03.01C	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
SID PSE 57.03.04C	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
SID PSE 57.03.05A	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
SID PSE 57.03.06C	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
SID PSE 57.03.07C	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
SID PSE71.03.01E	Reference McDonnel Douglas Corporatin Report No. L 26-13, Current Revision for Inspection Requirements.
Smoke Detector	Check Main Cabin Smoke Detector IAW with ICA instructions for Installation Documen every 12 calendar months.
Survival Equipment	External Visual Inspection is required Annually – Unpack, Inspect and Repack every 24 calander months.
Transponder Cert	Recertify IAW FAR 91.413 every 24 calendar months.

The Overhaul, Replacement and or Inspection Intervals listed in the above table have been **Approved by the FAA** for use by the operator.

05-19-2009
Date:

Terrence R. Musick
Signature
FAA-AAL-FSDO-03

ORIGINAL