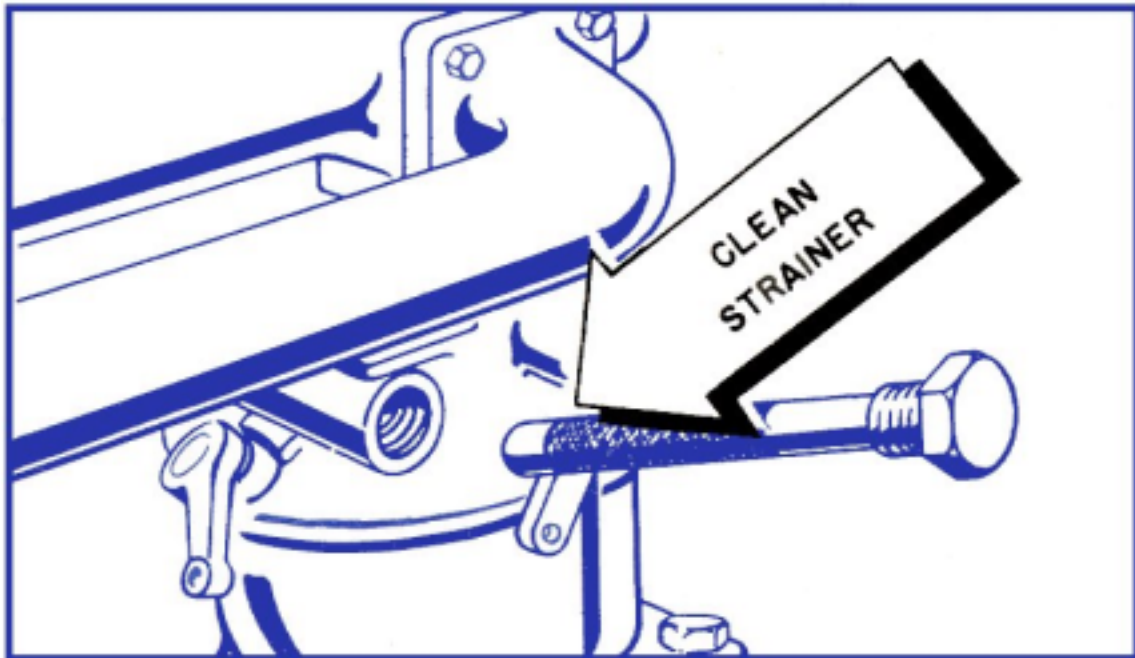




## **10-HOUR INSPECTION** (For preflight inspection, see page 11)

Clean out gasoline strainer to insure a flow of clean gasoline to the carburetor.



Check for water accumulation in the hull and floats.

See that cylinder cooling fins are clean.

Make a thorough check of the engine compartment for cleanliness and loose parts.

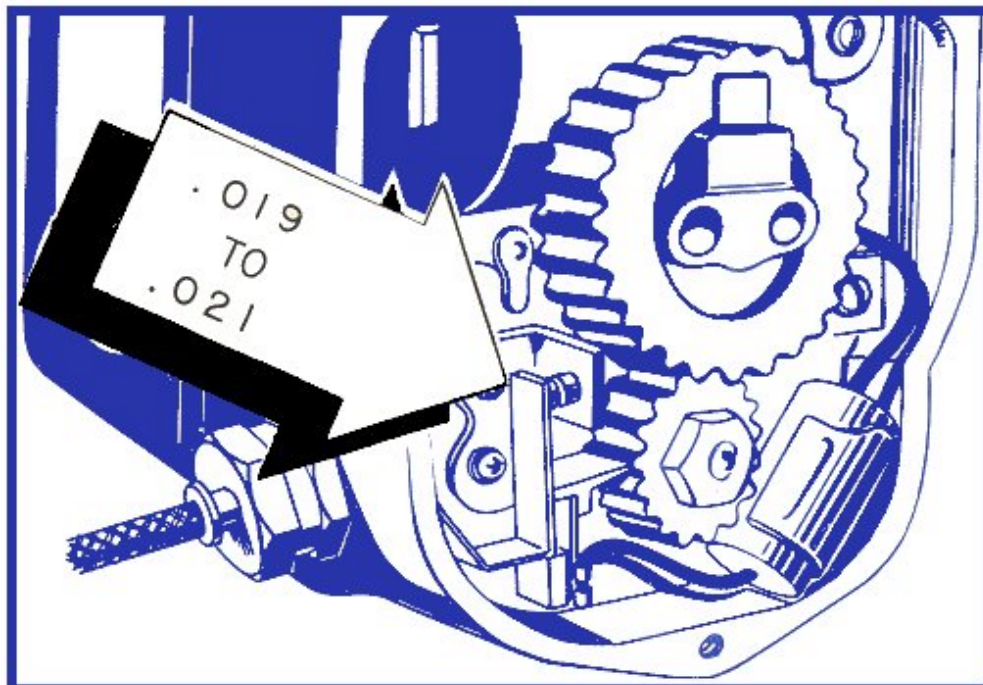
Check for any oil or gasoline leaks.



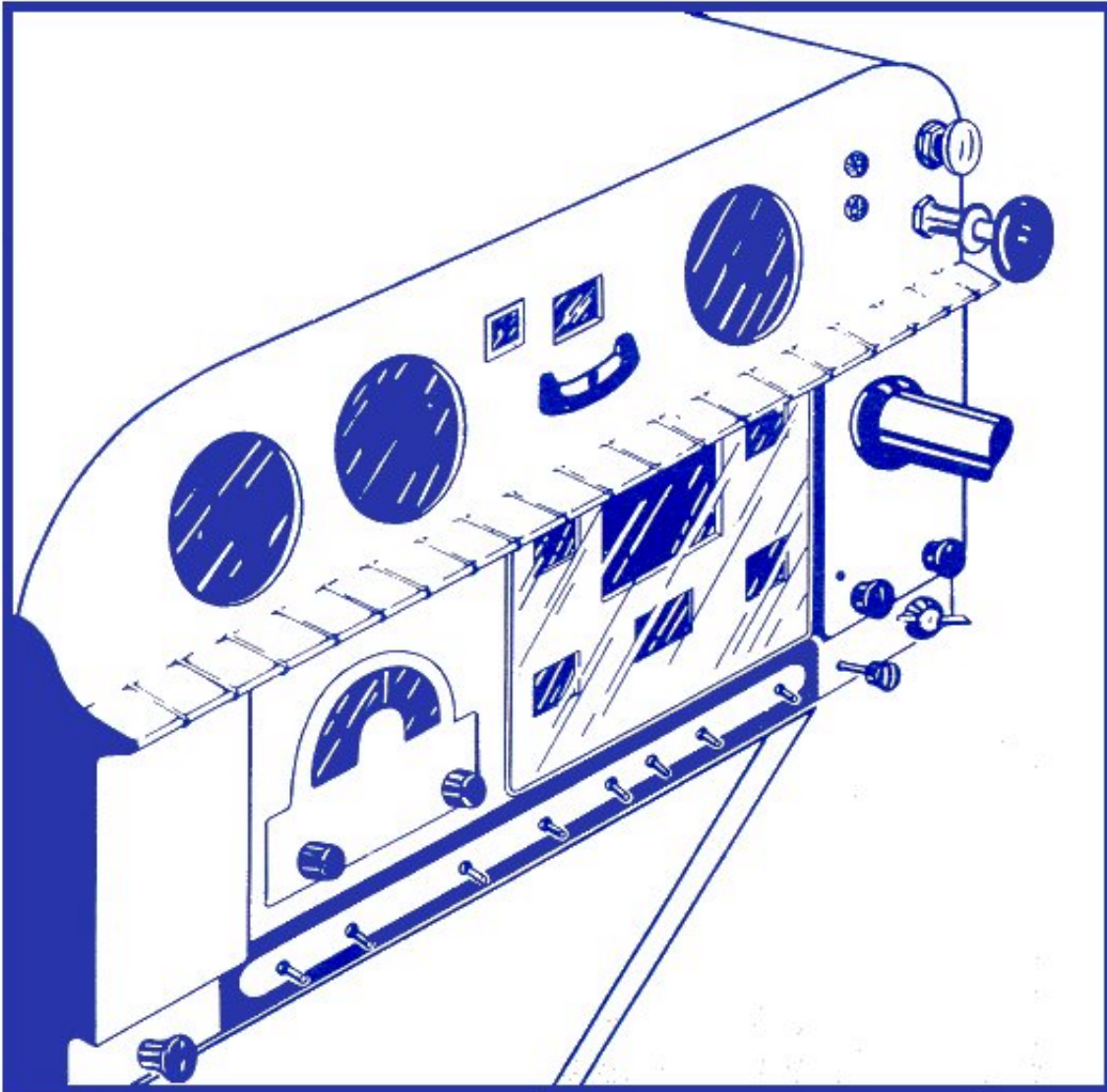
## 25-HOUR INSPECTION

Drain engine oil while hot and replace with new engine oil. When operating under dusty conditions, change oil more often than every 25 hours of operation.

Check breaker point clearances.



**Check instruments for correct operation.**



**Check all high tension wires and connections at the plugs and magnetos for tight connections and proper insulation.**

**Inspect exhaust manifold as to general condition, fastening, gaskets, etc.**

**Check cowling.**

**Check engine mount for tightness of connecting bolts, for cracks, dents and other defects. Check for evidence of misalignment and wear of shock mounts.**

**Check that all vents are clear.**

**Very carefully inspect all seams of the hull and structure both interior and exterior for any evidence of corrosion. Remove fairings in order to make a complete inspection.**



**Check all fairings for cracks.**

**Check cables for tensions and for fraying. Replace frayed cables.**

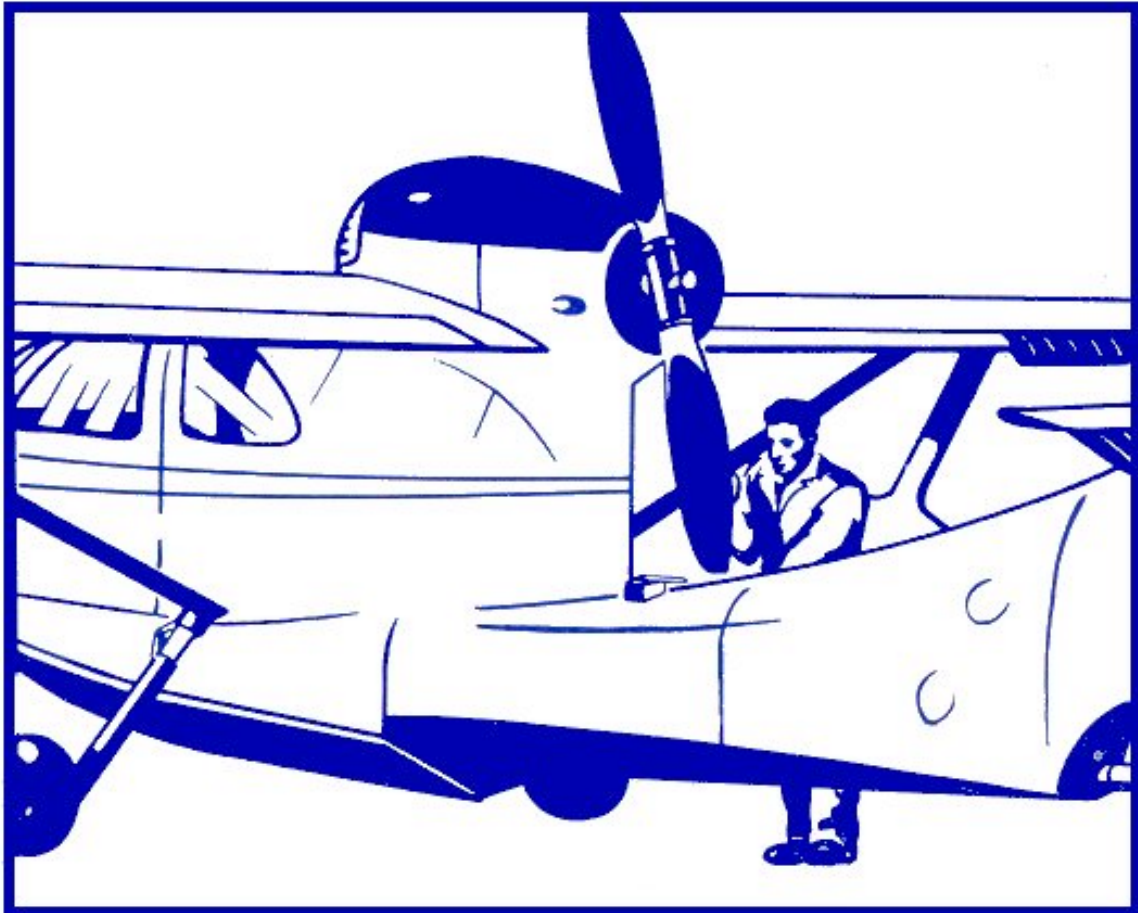
**Lubricate all components as indicated on the lubrication diagram.**

**Check flaps through full operation.**

**Check oleos and tires for proper inflation.**

**Check first aid kit and fire extinguisher.**

**Check propeller for track, general condition and tightness of hub.**



**Check the fluid level in the brakes, oleos and hydraulic systems and replenish where necessary.**

**Inspect all hydraulic cylinders for leakage past packings.**

**Check battery for charge and replenish cells to proper level with distilled water.**

**Examine safety belt and catches for security of attachment and wear.**

**Remove wheels and check brake linings for wear.**

## 50-HOUR INSPECTION

Repeat 10 and 25 hour inspections.

Check throttle, mixture and carburetor heat controls.

Check all rubber and flexible hose connections.

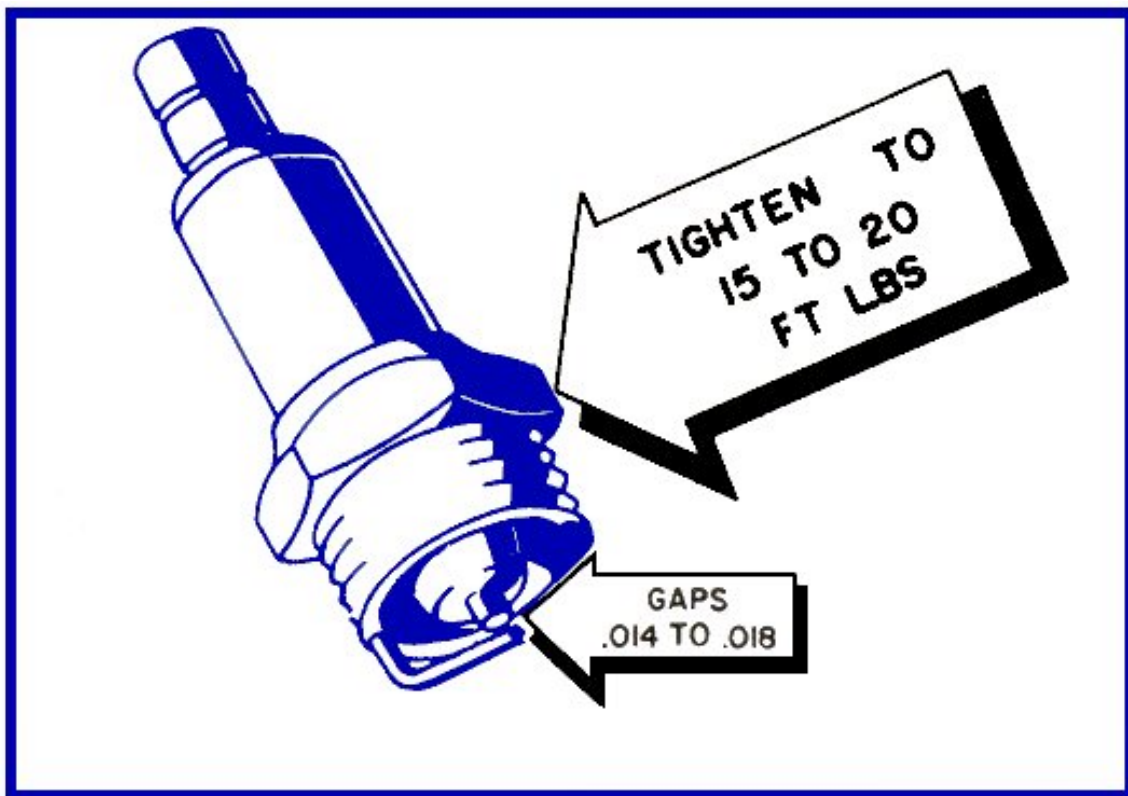
Check for oil, dirt, water or other accumulations in the hull.

Check all engine controls for free operation.

## 100-HOUR INSPECTION

Repeat 10, 25 and 50 hour inspections.

Remove and check all spark plugs; set gaps for .014 to .018 inch. Check plugs for proper operation after gapping and before installation. To install plugs, turn by hand until plugs are seated on gaskets and then tighten to 15 to 20 ft. lbs. torque.



Drain pitot lines.

Check seat cushions for rips and tears.

Check plexiglass for scratches and bruises which may affect visibility.

With the engine warm and all switches off pull propeller through and check compression of all cylinders. The pull should be even with no flat cylinders; if any cylinders are flat, valve clearances should be checked before cylinders are removed.

#### **NOTE**

**Cylinder removal should be handled by competent mechanics and in accordance with general procedures.**

**Check and clean gasoline lines and strainer from tank to carburetor.**

**If foreign matter is found in the system, the carburetor should be removed and thoroughly cleaned. Drain gasoline tank to remove sediment.**

**Place airplane on jacks and test landing gear for operation and wear of all parts. Test for proper adjustments of up and down-locking linkage.**

**Service generator.**

