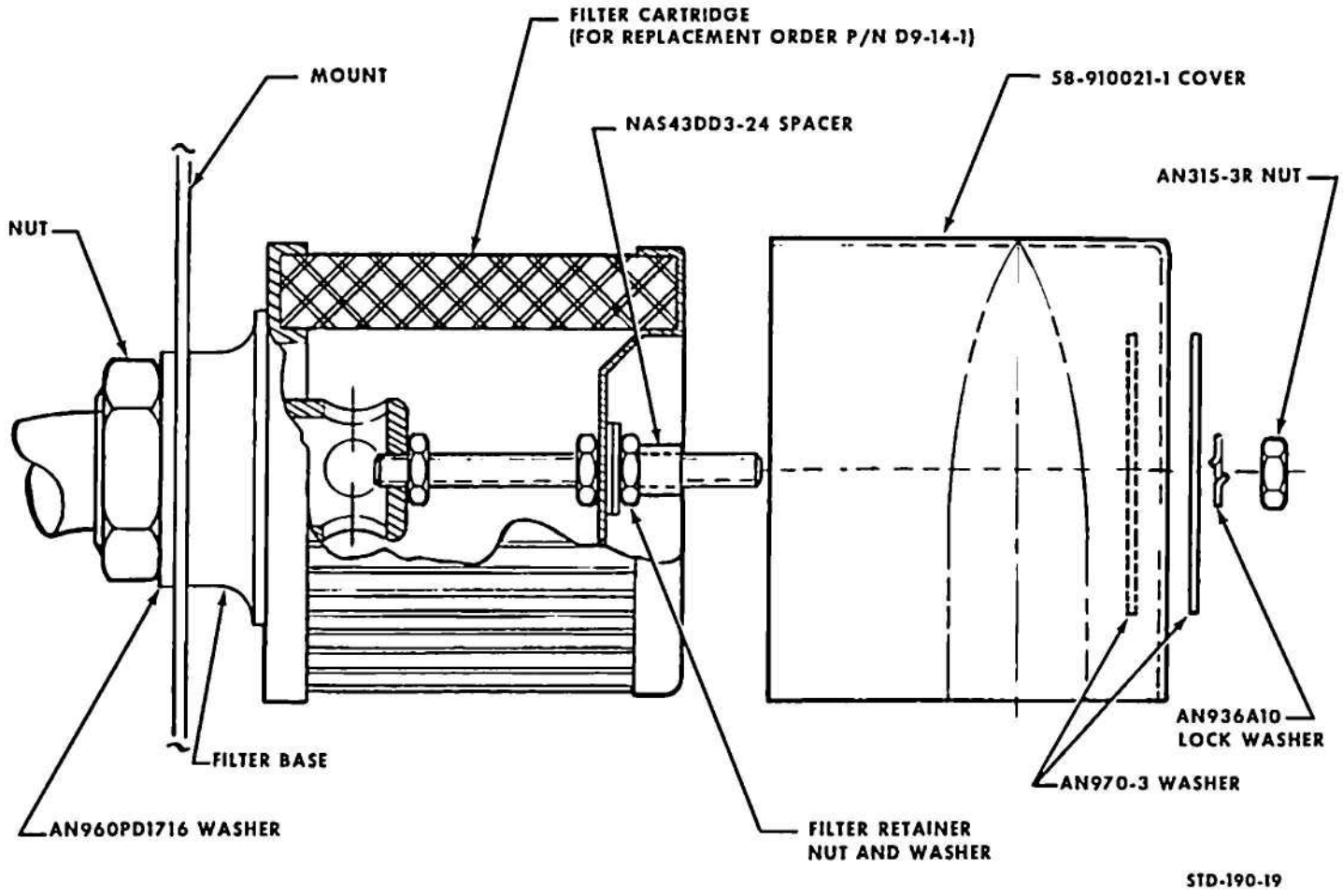
FILTER CARTRIDGE
(FOR REPLACEMENT ORDER P/N D9-14-1)
MOUNT
58-910021-1 COVER
NAS43DD3-24 SPACER
AN315-3R NUT
NUT
AN936A10
LOCK WASHER
AN970-3 WASHER
FILTER BASE
AN960PD1716 WASHER
FILTER RETAINER
NUT AND WASHER
STD-190-19

No Further Graphics

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TIME LIMITS/MAINTENANCE CHECKS
SCHEDULED MAINTENANCE CHECKS
INSPECTION/CHECK

1. TIME LIMITS/MAINTENANCE CHECKS - SCHEDULED MAINTENANCE CHECKS - INSPECTION/CHECK

A. Scheduled Inspection Procedures

(1) As each item is inspected, the responsible person will make entries as required and will initial in the space provided in the right column.

(2) When the inspection is complete, the person making the inspection will sign the form in the space provided.

Warning: During this inspection the airplane will be placed on three-point jacks. Make sure the landing gear is down and locked before removing the airplane from the jacks.

2. 100-HOUR INSPECTION

A. Operational Inspection

	MECH		INSP
	LH	RH	
(1) AUXILIARY FUEL PUMP - Check pump for proper operation, unusual noise and fluctuations.			
(2) STARTERS - Check for proper operation, unusual noises and dragging. Check starter energized light (if installed) and/or load meter to make sure of starter disengagement when the starter switch is released.			
(3) FUEL FLOW - Check for proper fuel flow limits and fluctuations.			
(4) CYLINDER HEAD TEMPERATURE - Check for proper operation, temperature and fluctuations.			
(5) ALTERNATOR/GENERATOR - Check for proper output and unusual noises.			
(6) PROPELLER OPERATION - Cycle propeller and check for proper rpm drop and smoothness of operation.			
(7) PROPELLER DEICER - Check for proper operation and amperage drawn on ammeter.			
(8) OIL PRESSURE AND TEMPERATURE - Check for proper pressure, temperature limits and unusual fluctuations.			
(9) TACHOMETER ACCURACY CHECK - Effectivity - All airplanes with Hartzell Single-Acting Propellers. Refer to Hartzell Propeller Inc. Service Letter HC-SL-61-185, Revision 1 or subsequent.			

(10) MAGNETOS - Check the performance of the magneto by performing the MAGNETO DROP-OFF CHECK specified in the applicable Pilot's Operating Handbook.			
(11) POWER CHECK - Check per the applicable Pilot's Operating Handbook.			
(12) ALL ENGINE CONTROLS - With the engine running, check for proper operational limits, engine response and rigging. Check friction locks for proper operation.			
(13) PROPELLER GOVERNORS - Check for proper governor operation and feathering.			
(14) AIR CONDITIONER - Operate the air conditioner and check that the air scoop moves to the ground position when turned on and returns to the retracted position when turned off. Check for proper operation and unusual noise.			
(15) FLIGHT INSTRUMENTS - Check for condition and proper operation. Check gages for proper reading.			
(16) DEICER (Surface) - Check for proper operation and cycling.			
(17) IDLE RPM AND MIXTURE SETTINGS - Check for both proper rpm and mixture settings. Check controls for freedom of operation.			
(18) IGNITION SWITCH - Rotate the ignition switch through the OFF position to the extreme limit of switch travel; if the engine stops firing, the switch is normal. If the engine continues to run with the switch held against the OFF stop, it is an indication that one magneto is still hot or ungrounded. When the switch is released, it should automatically return to OFF and the engine should stop running. However, any ignition switch exhibiting this abnormal condition should be replaced.			
(19) IDLE CUT-OFF - Check for proper operation and freedom of movement.			
(20) HEATING AND VENTILATING SYSTEM - Check for proper operation, heat and airflow output. Check controls for freedom of operation.			
(21) FUEL QUANTITY GAGES - Check for proper operation and unusual fluctuations.			
(22) FUEL TANK SELECTOR - Check for proper placarding, proper operation and feel for positive detent.			
(23) ALL LIGHTS - Check for condition, attachment, cracked or broken lenses. Check switches, knobs and circuit breakers for looseness and operation.			
(24) STALL WARNING SYSTEM - Check for proper operation and heating of the unit.			
(25) RADIO OPERATION - Insure panel mounted units are securely installed. Check for proper operation and security of switches and knobs. Inspect all installed Mic and Phone jacks for proper operation and security.			
(26) FLAPS - Check for noisy operation, full travel and proper indication.			
(27) PITOT HEAT - Check for proper heating of the unit.			
(28) BRAKES - Check for condition and wear, ease of operation and proper release of the parking brake. Check for unusual brake chatter.			

(29) EMERGENCY LOCATOR TRANSMITTER (a) (TH-1 thru TH-2244 except airplanes modified by Kit 36-3049) - Check for proper operation. Tune radio to 121.5 MHz on VHF or 243 MHz on UHF, then turn ELT switch to ON and monitor for one signal. Turn ELT switch OFF, then place in ARM position.			
(b) (TH-2245 and After and airplanes modified by Kit 36-3049) - Check for proper operation. Tune radio to 121.5 MHz on VHF or 406 MHz on UHF, then turn ELT switch to ON for about one second, then back to the ARM position. The receiver should voice about three audio sweeps.			
(30) OXYGEN SYSTEM - Functionally check the oxygen system for proper operation. Check the oxygen bottle shutoff valve for proper operation.			
(31) SWITCHES, CIRCUIT BREAKERS - Check for proper operation.			
(32) FLIGHT CONTROLS, TRIM CONTROLS AND TRIM INDICATOR - Check freedom of movement and proper operation through full travel with and without flaps extended. Check electric trim controls for operation.			
(33) PROPELLER ANTI-ICER (Alcohol) - Check that the lines are unobstructed. Check for discharge of anti-ice solution from all tubes and/or outlets.			
(34) INSTRUMENT AIR - Check for proper operation of the instrument air system by operating one engine at a time and checking that the instrument air gage indications are proper and that the source fail indicators on the gages so equipped properly indicate source failure on the side of the inoperative engine.			

B. Power Plant

	MECH		INSP
	LH	RH	
(1) SPARK PLUGS - Clean, inspect, re-gap, test and replace as necessary. Tighten spark plugs to proper torque and check ignition harness condition and for proper attachment.			
(2) COMPRESSION - Perform differential compression test.			
(3) PLUMBING - Inspect plumbing and associated accessories for condition (such as cracks and fraying) and attachment. Check plumbing clearance and secure against possible chafing.			
(4) ENGINE OIL SUMP - Check for cracks, leaks, proper fluid level, deformation and security.			
(5) OIL DIPSTICK - Check the dipstick for rust and general condition. Inspect the dipstick tabs for security and that the tabs are not bent.			
(6) OIL SUMP DRAINS AND SCREENS - Clean screens, check for holes in the screens and for obstructions. Check for metal particles or foreign matter on screens and filters. Check for proper torque after installation.			
(7) DRAIN PLUGS - Check for leaks and security.			