

This form meets requirements of FAR Part 43 • Inspections must be performed by persons authorized by the FAA or appropriate National Aviation Authority.

Registration No.:

Owner:

Circle Type of Inspection (See Notes 1, 2, 3 and 4) 50                      100                      Annual				Inspector	Perform all inspections or operations at each of the inspection intervals as indicated by a circle (0)				Inspector
DESCRIPTION	50	100			DESCRIPTION	50	100		
<b>D. FUSELAGE AND EMPENNAGE GROUP</b>					<b>F. LANDING GEAR GROUP</b>				
1. Remove inspection plates and panels .....		0			1. Remove fairings .....		0		
2. Inspect fabric and finish for cracks and deterioration (if condition of fabric is doubtful, refer to latest revision of FAA AC 43.13-1, use strip test method).....		0			2. Inspect fabric and finish for cracks and deterioration .....		0		
3. Inspect battery, box, and cables (at least every 90 days). Flush/clean box/area as required and fill battery per instructions on box .....	0	0			3. Inspect gear, cabane and shock strut bolts and nuts for safety.....		0		
4. Inspect electronic installations for security .....		0			4. Hoist airplane, inspect gear, cabane and shock strut bolts and bushings for excess wear and corrosion. (Replace bolts and/or bushings as required.).....		0		
5. Inspect antenna mounts and electrical wiring for damaged insulation and security .....		0			5. Inspect shock cords for broken threads and weakness, and if applicable, shock struts for weakness. (Replace cords and/or shock struts as necessary.) .....		0		
6. Inspect ELT battery mount for condition and security .....		0			6. Inspect main wheel tires for cuts, uneven or excessive wear, and slippage. (See Note 23.) .....		0		
7. Inspect ELT antenna for condition, security, and operation. Replace antenna if bent or damaged .....		0			7. Remove main wheels; clean, inspect, and repack bearings ....		0		
8. Inspect fuel lines for damage and security .....		0			8. Inspect main wheels for cracks, corrosion, and broken bolts...		0		
9. Inspect fuel header tanks for condition, security and leaks.....		0			9. Check main wheel tire pressure. ( 800 x 4, 18–24 PSI, 600 x 6, 20–29 PSI ) .....	0	0		
10. Inspect rudder, elevator, and stabilizer trim cables, turnbuckles, guides, and pulleys for safety, damage, corrosion, and operation. (See Notes 9 and 24.) .....		0			10. Inspect brake lining and drums or discs for condition and wear .....		0		
11. Inspect fuselage longerons and stringers for damage .....		0			11. Inspect brake lines for condition and security .....		0		
12. Inspect fuselage frame tubing for corrosion, damage, and deterioration .....		0			12. Inspect brake cylinders and parking brake valves for operation and leaks. (Check fluid level as required.) .....	0	0		
13. Inspect rudder, stabilizer, and rudder structures for damage...		0			13. Inspect tail wheel attachments for tightness and safety .....		0		
14. Inspect rudder attachments and horn for damage .....		0			14. Inspect tail wheel fork for looseness on bracket.....		0		
15. Inspect rudder hinge pins and bushings for excess wear and corrosion. (Replace pins and/or bushings as required.).....		0			15. Inspect tail wheel tire for cuts and uneven or excessive wear .		0		
16. Inspect stabilizer yoke and screw for end play, security, and excessive wear.....		0			16. Remove tail wheel, clean, inspect, and repack bearings .....		0		
17. Inspect stabilizer attachments and attachment tube for side play .....		0			17. Inspect tail wheel for cracks, corrosion and broken bolts.....		0		
18. Inspect stabilizer brace wires for corrosion, tightness, and safety.....		0			18. Inspect tail wheel tire pressure, if applicable ( 30 PSI ) .....	0	0		
19. Inspect elevator attachments and horn for damage.....		0			19. Remove airplane from hoist .....		0		
20. Inspect elevator hinge pins and bushings for excess wear and corrosion. (Replace pins and/or bushings as required.)....		0			20. Lubricate per Lubrication Chart .....	0	0		
21. Lubricate per Lubrication Chart .....		0			21. Install fairings .....		0		
22. Install inspection plates and panels .....		0			<b>G. FLOAT GROUP (IF INSTALLED)</b>				
<b>E. WING GROUP</b>					1. Inspect float attachment fittings.....		0		
NOTE: Read Notes 13 and 14 before beginning this inspection group.					2. Inspect floats for damage.....		0		
1. Remove inspection plates and fairings .....		0			3. Inspect pulleys and cables .....		0		
2. Inspect fabric and finish for cracks and deterioration (if condition of fabric is doubtful, refer to latest revision of FAA AC 43.13-1, use strip test method).....		0			<b>H. AGRICULTURAL GROUP (IF APPLICABLE)</b>				
3. Inspect fuel tank(s) and lines for damage, leaks, and water ....		0			1. Inspect oil level in duster gear box .....	0	0		
4. Inspect fuel tank cap seals for deterioration and proper installation. (See Note 20.).....		0			2. Inspect universal drive joints .....	0	0		
5. Inspect fuel tank cap(s) for proper vent holes. (See Note 21.) ..		0			3. Inspect brakes and controls .....	0	0		
6. Inspect fuel tank(s) for minimum octane markings .....		0			4. Inspect grease cups, sprayer fan .....	0	0		
7. Inspect fuel tank(s) are marked for capacity .....		0			5. Clean hopper tank screen .....	0	0		
8. Inspect aileron and flap cables, turnbuckles, guides, and pulleys for safety, damage, corrosion, and operation. (See Notes 9 and 24.) .....		0			6. Inspect top hopper tank seal .....	0	0		
9. Inspect wing attachment bolts for security. (See Note 15.).....		0			7. Inspect bottom hopper tank seal .....	0	0		
10. Inspect lift and jury struts for security. (See Notes 15 and 22.)		0			8. Remove metal belly plate and clean fuselage.....	0	0		
11. Inspect lift strut forks for damage. (Replace as required.) (See Notes 13 and 15.).....		0			9. Inspect duster fan mount assembly.....	0	0		
12. Inspect aileron, flap, and wing structure for damage.....		0			10. Inspect sprayer pump mount assembly.....	0	0		
13. Inspect aileron attachments and brackets for tightness and damage .....		0			11. Inspect operation of dump valve .....	0	0		
14. Inspect aileron hinge pins and blocks for excess wear and corrosion. (Replace pins and blocks as required.) .....		0			12. Inspect agitator operation.....	0	0		
15. Inspect flap attachments and brackets for tightness and damage .....		0			13. Inspect for hopper tank leaks .....	0	0		
16. Inspect flap bellcrank, control rod, pins, and blocks for excess wear and corrosion. (Replace pins and blocks as required.) ...		0			14. Inspect spray boom attachments .....	0	0		
17. Lubricate per Lubrication Chart .....		0			15. Clean spray nozzles.....	0	0		
18. Install inspection plates and fairings .....		0			16. Inspect all plumbing for leaks.....	0	0		

Circle Type of Inspection (See Notes 1, 2, 3 and 4)				Perform all inspections or operations at each of the inspection intervals as indicated by a circle (O)			
50                      100                      Annual							
DESCRIPTION				DESCRIPTION			
50	100	Inspector		50	100	Inspector	
<b>I. OPERATIONAL INSPECTION</b>				<b>J. GENERAL</b>			
1. Check fuel tank selector operation .....	O	O		1. Aircraft conforms to FAA Specifications .....	O	O	
2. Check fuel quantity .....	O	O		2. Latest revision of applicable FAA Airworthiness Directives complied with .....	O	O	
3. Check oil pressure and temperature .....	O	O		3. Current and correct Pilot's Operating Handbook (POH) or Airplane Flight Manual (AFM) is in the airplane .....	O	O	
4. Check alternator or generator output .....	O	O		4. If equipped, check airplane for required placards as specified in Section 2 of the POH.....		O	
5. Check carburetor heat.....	O	O		5. Appropriate entries made in the Aircraft and Engine Log books.....	O	O	
6. Check parking brake .....	O	O		6. Airworthiness and Registration Certificates in the aircraft and properly displayed .....	O	O	
7. Check vacuum gauge.....	O	O		7. If applicable, Aircraft Equipment List, Weight and Balance and FAA Form(s) 337 are in the aircraft and in proper order ...	O	O	
8. Check gyros for noise and roughness.....	O	O		8. Operational inspection and run-up completed.....	O	O	
9. Check cabin heater operation .....	O	O		9. Aircraft cleaned and lubricated after wash (as required).....	O	O	
10. Check magneto switch operation .....	O	O					
11. Check magneto RPM variation.....	O	O					
12. Check throttle and mixture operation .....	O	O					
13. Check propeller smoothness.....	O	O					
14. Check electronic equipment operation .....	O	O					
15. Check engine idle (550 RPM) .....	O	O					
16. Check free and correct operation of flight controls.....	O	O					

## K. NOTES

- Refer to Piper's Customer Service Information File P/N 1753-755 (available online at <http://pubs.piper.com/>) for latest revision dates to Piper Inspection Reports/Manuals.

**WARNING: INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) FOR ALL NON-PIPER APPROVED STC INSTALLATIONS ARE NOT INCLUDED IN THIS REPORT. WHEN A NON-PIPER APPROVED STC INSTALLATION IS INCORPORATED ON THE AIRPLANE, THOSE PORTIONS OF THE AIRPLANE AFFECTED BY THE INSTALLATION MUST BE INSPECTED IN ACCORDANCE WITH THE ICA PUBLISHED BY THE OWNER OF THE STC. SINCE NON-PIPER APPROVED STC INSTALLATIONS MAY CHANGE SYSTEMS INTERFACE, OPERATING CHARACTERISTICS AND COMPONENT LOADS OR STRESSES ON ADJACENT STRUCTURES, THE PIPER PROVIDED ICA MAY NOT BE VALID FOR AIRPLANES SO MODIFIED.**

- Inspections or operations are to be performed as indicated by a "O" at the 50 or 100 hour inspection interval. Inspections or operations (i.e., component overhauls/replacements, etc.) required outside the 100 hour cycle are listed in the Notes and Lubrication Chart. Inspections must be accomplished by persons authorized by the FAA or appropriate National Aviation Authority. Checks may be performed by a pilot or owner who is checked out on the airplane.

A. The 50 hour inspection accomplishes preventive maintenance, lubrication and servicing as well as inspecting critical components.

B. The 100 hour inspection is a complete inspection of the airplane, identical to an annual inspection.

NOTE: A log book entry should be made upon completion of any inspections.

- Piper Service Bulletins are of special importance and Piper considers compliance mandatory. In all cases, see Service Bulletin/Service Letter Index P/N 762-332 to verify latest revision. Also available online at <http://pubs.piper.com/>.
- Piper Service Letters are product improvements and service hints pertaining to servicing the airplane and should be given careful attention.
- Inspections given for the power plant are based on the engine manufacturer's operator's manuals for these airplanes. Any changes issued to the engine manufacturer's operator's manuals supersede or supplement the inspections outlined in this report.
- Replace or overhaul as required or at engine overhaul. (For engine overhaul, refer to the latest revision of: Lycoming Service Instructions No. 1009 or Continental Motors SIL98-9C, as appropriate.)
- For engines employing a pressure screen system change the oil and clean the screen each 25 hours or every four months, whichever comes first. For engines using full-flow filtration change the oil and filter each 50 hours or every four months, whichever comes first.
- When using alternate fuels, refer to Lycoming Service Letter No. L185A for additional information and Service procedures.
- In PA-18-150 models, 1972 and up only: Check cable tension. Elevator cable tension 62 lbs. + 2 lbs. Aileron cable tension 40 lbs + 2 lbs. Set flaps at 50° + 2°. Adjust left flap and set right flap to it. To set up the rudder cables place the rudder pedals and rudder in their neutral position and place the cable end on the rudder horn using one of the holes in the cable end that aligns with the hole in the rudder horn.
- Refer to latest revisions of Piper Service Bulletin No. 354 and Service Letter No. 944 and see Special Instruction on Lubrication Chart.
- Recommended Time-Between-Overhaul (TBO) / Reconditioning of Sensenich fixed-pitch metal propellers is 2000 hours, if propeller does not receive damage requiring immediate attention. Airplanes in flight school operations or operating from unpaved or poorly maintained runways may expose the propeller to increased foreign object damage which will require a shorter interval between overhauls. Reconditioning is removal of fatigued surface metal and accumulated small nicks too numerous to repair individually. Contact a Sensenich factory approved repair station. (Refer to latest revision of Sensenich Service Bulletin No. R17.)
- Replace engine compartment flexible hoses (fuel, oil, etc.) as required; but not to exceed 1000 hours time-in-service, eight (8) years, or engine overhaul, whichever comes first.
- Refer to Piper Service Bulletin 157D, or latest revision.
- Check all items under WING GROUP for evidence of corrosion.
- When inspecting this item, pay special attention for evidence of wear and corrosion. Inspect all sides of attachments and fittings including inside of clevis bolts and back side of fittings. Disassembly of components may be required to facilitate inspection.
- At engine overhaul, replace or overhaul the oil cooler. Oil cooler replacement or overhaul may also be required if excessive oil temperatures are routinely observed and other causes have been eliminated.

## K. NOTES (CONT.)

17. Inspect cylinders for evidence of excessive heat indicated by burned paint on the cylinders. This condition is indicative of internal damage to the cylinder and, if found, its cause must be determined and corrected before the airplane is returned to service. Heavy discoloration and appearance of seepage at the cylinder head and barrel attachment area is usually due to emission of thread lubricant used during assembly of the barrel at the factory, or by slight gas leakage which stops after the cylinder has been in service for a while. This condition is neither harmful nor detrimental to engine performance and operation. If it can be proven that leakage exceeds these conditions, the cylinder must be replaced.
18. Inspect magnetos:
  - A. For airplanes equipped with Slick Magnetos: inspect magneto(s) per the appropriate 100 Hour Inspection in the Slick F1100 Master Service Manual.
  - B. For airplanes equipped with TCM/Bendix Magnetos: inspect magneto(s) per the procedures in the Periodic Maintenance section of the applicable Service Support Manual.
19. Inspect per Piper Service Letter No. 324C, or latest revision.
20. See Piper Service Bulletin No. 522, or latest revision, for correct installation of seal.
21. See Piper Service Bulletin No. 573, or latest revision, for proper number and location of vent holes.
22. See Piper Service Bulletin No. 910A, or latest revision.
23. Each 500 hours time-in-service, inspect main gear wheel alignment ( 0° Toe in/out ).
24. Examine cables for broken strands by wiping them with a cloth for their entire length. Visually inspect the cable thoroughly for damage not detected by the cloth. Replace any damaged or frayed cables. See paragraph 7-149 in FAA AC 43.13-1B.



Signature of Mechanic or Inspector:

Certificate No.:

Date:

Total Time on Airplane:



LUBRICATION CHART

LUBRICATION CHART		SPECIAL INSTRUCTION		
HOURS	LUBRICANT	LUBRICANT	HOURS	
FLAP PULLEYS	250	✓	IDLER PULLEYS (SEE CAUTION 3)	250
CARBURETOR & CABIN HEAT GUIDE	100	□	100 RUDDER HINGES	
ELEVATOR PULLEYS	100	✓	100 RUDDER & ELEVATOR HORNS	
THROTTLE LEVERS		✓	100 ELEVATOR HINGES LEFT & RIGHT	
FLAP PULLEY		✓	100 TAIL WHEEL BEARING	
STABILIZER ADJUSTMENT PULLEY (SEE CAUTION 3)	250	○	50 TAIL WHEEL SWIVEL	
BRAKE MASTER CYLINDERS	50	✓	100 STABILIZER ADJUST MECHANISM (SEE CAUTION 3)	
CONTROL STICK BEARINGS	100	✓	100 GREASE FITTING	
TORQUE TUBE BEARINGS		✓	ELEVATOR & STABILIZER PULLEYS, FLAP HINGE BEARINGS, FLAP CRANK & PUSH ROD BEARINGS (SEE NOTE 4)	
ELEVATOR PULLEY	100	✓	AILERON HINGE BRNGS	
ENGINE OIL SUMP DRAIN AND REFILL (SEE NOTE 7 ON PAGE 3)	25 or 50	ENGINE	AILERON HORN	
CARBURETOR AIR FILTER (SEE NOTE 1)	50	✓	AILERON PULLEYS LEFT & RIGHT (SEE NOTE 4)	
RUDDER PEDAL BEARINGS		✓	AILERON PULLEY RUDDER PULLEY LEFT & RIGHT	
BRAKE PEDAL BRNGS	100	◇	100 LANDING GEAR HINGES LEFT & RIGHT	
FLAP HANDLE BEARINGS		✓		
FLAP HANDLE RATCHET	100	✓		
SHOCK STRUT PIVOTS	100	✓		
LANDING GEAR WHEEL BEARINGS	100	□		

LUBRICATE FUEL SELECTOR VALVE P/N 77413-02 EACH 500 HOURS TIME-IN-SERVICE. USE DOW CORNING MOLYCOAT NO. FS-3451 OR FS-3452, PIPER PART NO. 761-281.

FUEL SELECTOR VALVE Δ (SEE SPECIAL INSTRUCTION)

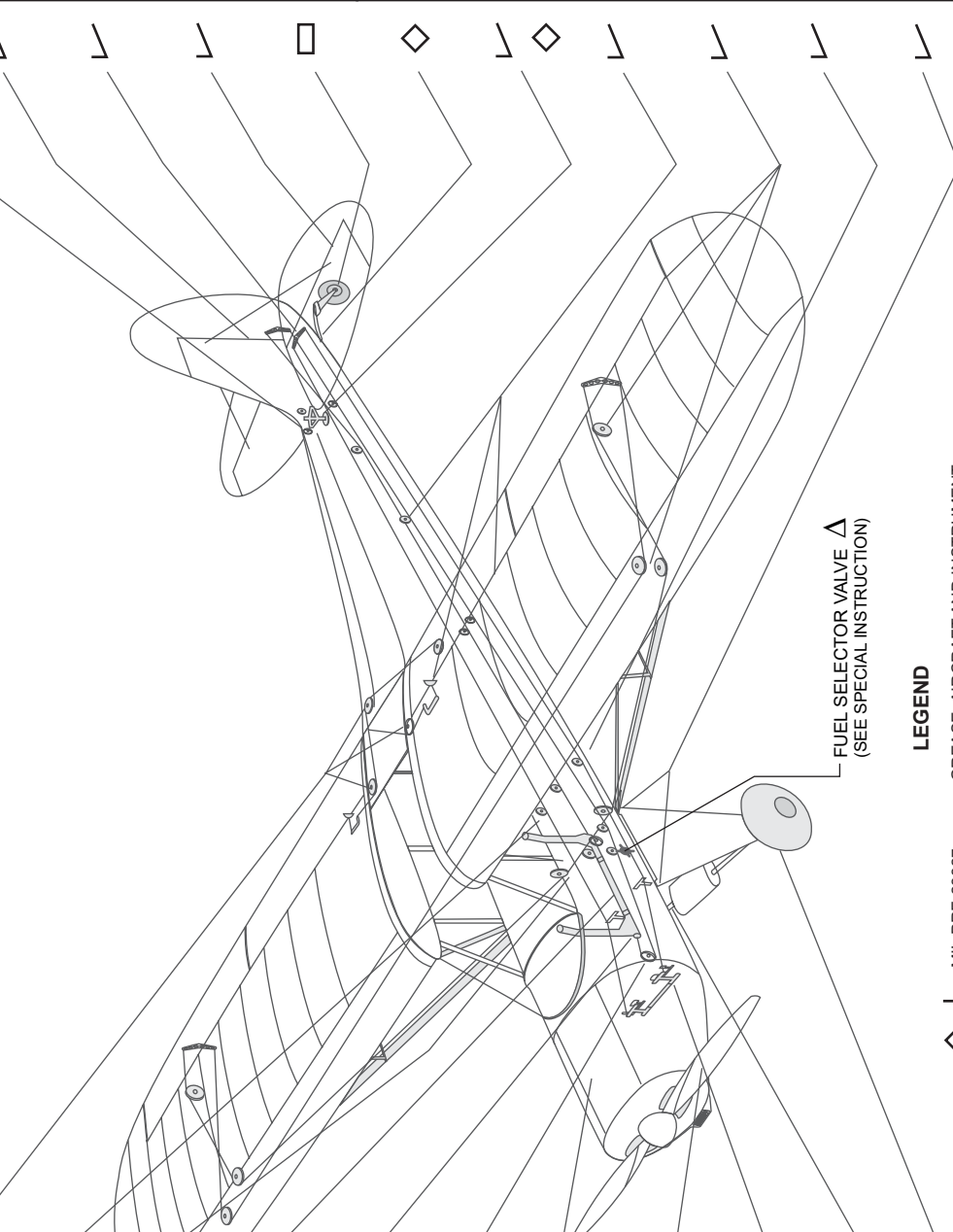
LEGEND

◇ GREASE, AIRCRAFT AND INSTRUMENT, GEAR AND ACTUATOR SCREW

◇ MIL-PRF-23827

SPECIAL INSTRUCTION

LUBRICATE FUEL SELECTOR VALVE PIN 77413-02 EACH 500 HOURS TIME-IN-SERVICE. USE DOW CORNING MOLYCOAT NO. FS-3451 OR FS-3452, PIPER PART NO. 761-281.



FUEL SELECTOR VALVE Δ  
(SEE SPECIAL INSTRUCTION)

LEGEND

- MIL-PRF-23827 GREASE, AIRCRAFT AND INSTRUMENT, GEAR AND ACTUATOR SCREW
- MIL-PRF-7870 OIL-GENERAL PURPOSE LOW TEMP. LUBRICATION
- MIL-PRF-81322 GREASE-LUBRICATION HIGH TEMPERATURE
- MIL-PRF-5606 HYDRAULIC FLUID (RED)
- FS 3452 MOLYCOAT
- SAE 50 ABOVE 60 °F AIR TEMP } LYCOMING
- SAE 40 BETWEEN 30 °F AND 90 °F AIR TEMP } 0-290-D2 & 0-320 ENGINES
- SAE 30 BETWEEN 0 °F AND 70 °F AIR TEMP }
- SAE 20 BELOW 10 °F AIR TEMP }
- SAE 20 BELOW 32 °F AIR TEMP } CONTINENTAL C90 ENGINE
- SAE 40 ABOVE 32 °F AIR TEMP }

NOTES

- CARBURETOR AIR FILTER - CLEAN PER MANUFACTURER'S INSTRUCTIONS ON FILTER BOX OR INSTRUCTIONS IN OWNER'S HANDBOOK. (UNDER ABNORMAL CONDITIONS, FILTER REQUIRES CLEANING MORE FREQUENTLY, REPLACE AS REQUIRED.)
- LUBRICATION POINTS - WIPE ALL LUBRICATION POINTS CLEAN OF OLD GREASE, OIL, DIRT, ETC. BEFORE RELUBRICATING.
- WHEEL BEARING REQUIRES CLEANING AND REPACKING AFTER EXPOSURE TO ABNORMAL QUANTITY OF WATER.
- AILERON AND FLAP HINGE-HINGE BLOCKS WITH LUBRICATION HOLES IN THEIR UNDERSIDE MAY BE PRESSURE LUBRICATED WITH GREASE MIL-PRF-23827.

CAUTIONS

- DO NOT USE A HYDRAULIC FLUID WITH A CASTER OIL OR ESTER BASE.
- DO NOT APPLY LUBRICANT TO RUBBER PARTS.
- TRIM CABLES - UNDER NO CIRCUMSTANCES SHOULD THE TRIM CABLES FROM THE COCKPIT TO THE REAR OF THE FUSELAGE BE LUBRICATED. (TO PREVENT SLIPPAGE)
- CONTROL CABLES - WIPE CLEAN AT REGULAR INTERVALS BUT DO NOT LUBRICATE. UNDER SALT CONDITIONS OCCASIONAL LUBRICATION WITH MIL-PRF-7870 IS RECOMMENDED.