

# CFC Inc. Condition Inspection Checklist

*This Condition Inspection Checklist is Compiled from FAR 43, Appendix D, the Europa Operators Handbook and experiences when working with amateur built aircraft. Items in italics are manufacturer or personal added information and inspections beyond the basic FAR 43 guidelines which are in plain text.*

**Aircraft Make/Model:** \_\_\_\_\_ **S/N:** \_\_\_\_\_  
**Engine Make/Model:** \_\_\_\_\_ **S/N:** \_\_\_\_\_  
**Propeller Make/Model:** \_\_\_\_\_ **S/N Prop:** \_\_\_\_\_ **TT** \_\_\_\_\_  
**Date of Inspection:** \_\_\_\_\_ **TT Airframe:** \_\_\_\_\_ **TT**

*Experimental Aircraft should be inspected fully every 25 hours for the first 100 hours as it is common to find build errors, compromises, installation errors and documentation errors normally not found in a production aircraft.*

*It is advisable to run the engine and operate all controls and avionics to determine the status of the aircraft prior to performing the condition inspection. Taking note of the following:*

*Prior to aircraft inspection, run and check if possible, the oil pressure, voltage output/charging, ignition drop on right and left, suction and fuel pressure. Run up and check the static max RPM, idle RPM and proper choke and ignition cut off prior to the inspection to determine engine/aircraft condition and temperature and pressures are within limits.*

*It is also advisable to research the aircrafts compliance with current modifications, AD(s), SB(s), engine AI(s), SI(s), SB(s), and avionics AD(s) or software updates prior to the inspection.*

*The weight and balance and equipment list must be reviewed to determine if changes to the aircraft have not been documented properly.*

<b>Scope and Detail of Items (As Applicable to the Particular Aircraft) to be Included in Annual, Conditional and 100-Hour Inspections:</b>
(a) Prior to inspection the person performing an annual or condition inspection shall thoroughly clean the aircraft, wheel wells and control recesses. For an annual, condition or 100-hour inspection the person performing the inspection shall, remove or open all necessary inspection plates, cowling, access doors, fairing, removable interior trim carpets, covers and cushions . He shall thoroughly clean aircraft engine.

(b) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the fuselage and hull group: (1) Fabric and or composite skin-for deterioration, buckling, cracking, distortion, or other evidence of failure, and defective or insecure attachment of fittings.
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**Remove the wings and tailplanes and inspect:**

Pass	Fail	<b>Stabilators and Rudder:</b>
		Tab hinges for binding, wear and corrosion. Tab drive pin and bracket for corrosion cracking or glass delamination.
		Check tailplane bushings for security and cleanliness inside of the stab
		Check the Tailplane drive bushings in the rib for wear and security.
		Rudder: check for cracks near hinges, delaminations, scrapes, rudder horn security and stops for proper operation, proper throw and condition.
Pass	Fail	<b>Wing Group:</b>
		Wing connect pins in the root rib for cracking, deformation, and security. Regrease.

		<i>Main wing spar for wear and security.</i>
		<i>Aileron quick disconnect mechanism for smooth operation, cracking, any shims for security and all bolts and nuts for security.</i>
		<i>Interior wing pushrods, bearings and belcranks for proper operation, condition, corrosion and cracks.</i>
		<i>Ailerons for cracks near hinges, delaminations, scrapes, rudder horn security and stops for proper operation, proper throw and condition.</i>
		<i>Flaps for hinge bracket security, corrosion, delaminations, stops, holdowns etc.</i>
		<i>Wing skins at trailing edge for delamination, aileron support attachments, flap attachments, exterior lighting security and operation.</i>
		<i>Pitot tube and tubing for security and proper sealing, blockage and static tip security.</i>

		(2) Systems and components-for improper installation, apparent defects, and unsatisfactory operation.
		(3) Envelope, gas bags, tanks, and related parts-for poor condition and serviceability.

<b>Pass</b>	<b>Fail</b>	<b>(c) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the cabin and cockpit group:</b>
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		<i>Remove the fuel tank outlet fittings and flush the tank with fresh fuel. Clean the screens of the tank fittings and inspect for deterioration of hoses and lines. Note that the monowheel must have the tail lifted to carry out a flushing action.</i>
		(1) Generally\for uncleanliness and loose equipment that might foul the controls.
		<i>Reattach fuel tank outlets, check for security and leaks.</i>
		<i>Wing sockets on fuselage sides for security, cracking, corrosion and the surrounding area of the sockets for buckling, cracking and damage.</i>
		<i>Pip Pin for correct fit and security on the rear of the fitting in the cup. Check also the pin freely springs into the locked position and is free of corrosion.</i>
		<i>Inspect in the wing spar hole for the condition of the pitch and roll control systems for correct operation, security of all rod ends, bolts and security of the quick disconnect pads and bolts.</i>
		<i>Tailplane mass balance arm for control stop security, damage, lateral cables or rub strip security and all bolts for security.</i>
		<i>Electric pitch trim motor and mechanism for correct operation, corrosion and damage. Note wiring is free of chafing and clear of controls.</i>
		<i>Tailplane torque tube for security, cracking and corrosion both inside and out, pins are free of cracks, secure and cotter pinned. See SB15. Lube after inspection and repairs.</i>
		<i>Flap drive motor for correct operation and security. Check original motion systems motor is pinned and safety locked or it will unscrew from the MW5 Heim Joint Fitting.</i>
		(2) Seats and safety belts\for poor condition and apparent defects.
		(3) Windows and windshields\for deterioration and breakage.
		<i>Doors for damage and safe operation. Lube the mechanism. Also check:</i>
		<i>Hinges for security and wear.</i>
		<i>Door struts for security and operation.</i>
		<i>Shoot-bolts and latching mechanism for damage and correct operation.</i>
		(5) Flight and engine controls\for improper installation and improper operation.

<b>Pass</b>	<b>Fail</b>	<b>Cockpit Controls:</b>
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		<i>Rudder Pedals for cracking and freedom of operation. Confirm that full rudder movement can be achieved before the rudder pedal contacts the firewall.</i>
		<i>Stick movement should not contact the instrument panel during full operation.</i>

		<i>Check added equipment such as trims, autopilot servo mechanisms and glider wing equipment covers do not restrict stick movement.</i>
		<i>Check autopilot mechanisms cannot jam, overcenter, or restrict flight control movements. Ensure mechanism is safely covered from interference.</i>
		<i>Check brake handle (s), parking brakes, throttle, choke, and parking brake mechanisms are operational, and are free of wear, leaks, chafing.</i>
		(4) Instruments\for poor condition, mounting, marking, and (where practicable) improper operation.
		<i>Ensure all access panels, or cockpit module modifications are properly reinforced if the basic structure has been modified beyond the allowable mods in the build manual. Inspect for proper documentation as well as being free of buckling, cracking or deformations.</i>
		(6) Batteries\for improper installation and improper charge.
		(7) All systems\for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.
<b>(d) Each person performing an annual or 100-hour inspection shall inspect (where applicable) components of the engine and nacelle group as follows:</b>		
<b>Pass</b>	<b>Fail</b>	<i>Refer to the appropriate engine 100 hour inspection manual for further detail.</i>
		(1) Engine section\for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks.
		(2) Studs and nuts\for improper torquing and obvious defects.
		(3) Internal engine\for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, for improper internal condition and improper internal tolerances.
		<i>Perform a warm engine compression test:</i>
		<i>Compression Results: Cyl 1___, Cyl 2___, Cyl 3___, Cyl 4___, etc.</i>
		<i>Change oil per engine manufacturers direction and filter. Cut and inspect oil filter for contaminants and check magnetic pickup if installed.</i>
		(4) Engine mount\for cracks, looseness of mounting, and looseness of engine to mount.
		<i>Check Binx nut Rotax frame to mount and frame to engine bolts for security, cracks and corrosion.</i>
		(5) Flexible vibration dampeners\for poor condition and deterioration.
		<i>Inspect engine mount and main /nose gear landing gear mount for corrosion, cracks, damage and security.</i>
		(6) Engine controls\for defects, improper travel, and improper safetying.
		(7) Lines, hoses, and clamps-for leaks, improper condition and looseness.
<b>Pass</b>	<b>Fail</b>	<b>Ignition group:</b>
		<i>Spark Plugs: Remove, inspect and replace with properly gapped plugs.</i>
		<i>Ignition wires, inspect and check for security, chafing and damage.</i>
<b>Pass</b>	<b>Fail</b>	<b>Fuel Group:</b>
		<i>If not accomplished already: Remove the fuel tank outlet fittings and flush the tank with fresh fuel. Clean the screens of the tank fittings and inspect for deterioration of hoses and lines. Reinstall the outlet fittings with new hose as appropriate and continue checking the system. If you use ethanol laced or auto fuel, inspect the Redux screens for deterioration of the epoxy.</i>

		<i>Check fuel lines for fire sleeve, security, leakage, deterioration and hardness.</i>
		<i>Inspect carburetor (s) for security, rubber seals and leakage.</i>
		<i>Remove float bowls and check for corrosion, overtorquing and cleanliness.</i>
		<i>Check fuel pump (likely installed in the center tunnel, or aft baggage bay area) for proper operation, fuel pressure, ability to reprime itself if the main side is dry, leakage and security.</i>
		<i>Change fuel filter, check for proper installation, and visually check for flow and leakage. Resecure as necessary.</i>
		<i>Check fuel return for proper operation IAW the engine manufacturers guidelines.</i>
		<i>Turn on the boost pump and check the fuel lines, fittings and carb bowls for leaks. Check the return and fuel pressure lines for operations.</i>
		<i>Check coolant and oil hoses for chafing, cracking, heat damage and leaks. The oil line next to the muffler is heat soaked and if brittle, has end checking or hard, replace immediately.</i>
		<i>Check radiators and oil cooler for security, damage, leaks and blockages of fins.</i>
		<i>Remove, clean and replace air filter.</i>
		<i>Change oil per engine manufacturer's times or annually and every second year the coolant. Inspect fluids for particle, discoloration or viscosity problems IAW manufacturers recommendations.</i>
		(8) Exhaust stacks\for cracks, defects, and improper attachment.
		<i>Check surrounding equipment for heat damage or signs of overheating, soot, discoloration, or wear of heat shields from exhaust.</i>
		(9) Accessories\for apparent defects in security of mounting.
		(10) All systems\for improper installation, poor general condition, defects, and insecure attachment.
<b>Pass</b>	<b>Fail</b>	<b><i>Battery inspection (may be in baggage bay or aft fuselage):</i></b>
		<i>Inspect battery box and drain tube and vent lines for correct routing and operation.</i>
		<i>Check battery for proper security and hold down support.</i>
		<i>Clean terminals, check electrolyte level if possible.</i>
		<i>Inspect all electrical wiring for security, chafing and proper grounding.</i>
		(11) Cowling\for cracks, and defects.

<b>Pass</b>	<b>Fail</b>	<b><i>Upon completion of the inspection, run engine and note the following:</i></b>
		<i>Oil Pressure, voltage output/charging, ignition drop on right and left, suction and fuel pressure, static max RPM, idle RPM and proper choke and ignition cut off. Perform a compression and carb balance check.</i>
		<i>Compression Results: Cyl 1 ____, Cyl 2 ____, Cyl 3 ____, Cyl 4 ____, etc. Carburetor idle hot, cold, and balance check.</i>
<b>Pass</b>	<b>Fail</b>	<b>(e) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the landing gear group:</b>
		(1) All units\for poor condition and insecurity of attachment.
		(2) Shock absorbing devices\for improper oleo fluid level.
		<i>Check bungee cords, springs and pivot bearings for operation and condition.</i>
		(3) Linkages, trusses, and members\for undue or excessive wear fatigue, and distortion.
<b>Pass</b>	<b>Fail</b>	<b><i>Mono only:</i></b>
		<i>Prepare the aircraft for a retraction test .</i>
		<i>Hoist aircraft with engine hoist with wings on or proper fuselage support.</i>

		<i>Retract langing gear and extend.</i>
		<i>handle for tightness, overcenter operation on both arms, bungee for rot or wear</i>
		<i>Lubricate all pivot points and check clearances all around.</i>
		(4) Retracting and locking mechanism\for improper operation.
<b>Trigear and Mono:</b>		
		(5) Hydraulic lines\for leakage.
		(6) Electrical system\for chafing and improper operation of switches.
		(7) Wheels\for cracks, defects, and condition of bearings.
		<i>Remove wheels and repack bearings of all three gear of the trigear.</i>
		<i>Reinstall wheels and bearings and torque IAW Matco Mfg. directions not the original Europa supplied directions.</i>
		(8) Tires\for wear and cuts.
		(9) Brakes\for improper adjustment.
		<i>If brake fluid is discolored, rebleed the system to clean out impurities.</i>
		(10) Floats and skis\for insecure attachment and obvious or apparent defects.
		<i>Tail wheel spring for security, check bolt and attachment pylon for crushing, distortion or looseness. Remove the bolt and inspect, and bush/repair as necessary.</i>
		<i>Nose gear shimmy dampener and shaft inspection and lubrication. Shimmy dampener should be dry, check O ring per Europa build manual for serviceability. The shaft must be secure and be equipped with correct Belville washers.</i>
<b>Pass</b>	<b>Fail</b>	<b>(f) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components of the wing and center section assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, and insecurity of attachment.</b>

<b>Pass</b>	<b>Fail</b>	<b>(g) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components and systems that make up the complete empennage assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation.</b>
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<b>Pass</b>	<b>Fail</b>	<b>(h) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the propeller group:</b>
		(1) Propeller assembly\for cracks, nicks, binds, and oil leakage.
		<i>Check propeller blade angle, tracking, and balance.</i>
		(2) Bolts\for improper torquing and lack of safetying.
		(3) Anti-icing devices\for improper operations and obvious defects.
		(4) Control mechanism\for improper operation, insecure mounting, and restricted travel.
		<i>Check spinner and backplate for security and cracking/damage.</i>
		<i>Perform Propeller inspection IAW manufacturers documentation.</i>

<b>Pass</b>	<b>Fail</b>	<b>(i) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the radio group:</b>
		(1) Radio and electronic equipment\for improper installation and insecure mounting.
		(2) Wiring and conduits\for improper routing, insecure mounting, and obvious defects.
		(3) Bonding and shielding\for improper installation and poor condition.
		(4) Antenna including trailing antenna\for poor condition, insecure mounting, and improper operation.
<b>Pass</b>	<b>Fail</b>	<b>(j) Each person performing an annual or 100-hour inspection shall inspect (where applicable) each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.</b>

<b>Pass</b>	<b>Fail</b>	<b>ELT Inspection: 91.207(d)</b>
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