

Suggested Fly Baby Condition Inspection Checklist

Based on 14 CFR Part 43 Appendix D

V2

- (a) Remove or open all necessary inspection plates, access doors, fairings, and cowling.
 - (1) Thoroughly clean the aircraft and aircraft engine.
- (b) Inspect the following components of the fuselage:
 - (1) Fabric and skin—for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings, fabric drain holes clear.
 - (2) Systems and components—for improper installation, apparent defects, and unsatisfactory operation.
 - (3) Security of turtledeck
- (c) Inspect the following components of the cockpit:
 - (1) Generally—for uncleanliness and loose equipment that might foul the controls.
 - (2) Seats and safety belts—for poor condition and apparent defects.
 - (3) Windshield—for deterioration and breakage.
 - (4) Instruments—for poor condition, mounting, marking, and (where practicable) improper operation.
 - (x) Master turnbuckle:
 - (i) Correctly tensioned and safetied
 - (ii) All related clevis pins safetied
 - (5) Flight and engine controls—for improper installation and improper operation.
 - (i) Control stick welds—condition and security
 - (ii) Aileron pushrods—condition and proper attachment of safety pins
 - (iii) Elevator pushrod—condition and security
 - (iv) Elevator walking beam—security and condition
 - (v) Rudder pedals—security and condition
 - a) Rudder cables- turnbuckles and cable attachment to the pedals.
 - (vi) Brake system—condition, improper inspection, brake-fluid level and potential brake-fluid leaks.
 - (vii) Engine controls – secure with smooth operation
 - (6) Proper installation and safetying of the spar pins
 - (i) Examine the condition of the attachment points on the STA 3 and STA 5 bulkheads

Fly Baby Condition Inspection Checklist

- (7) All systems—for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.
 - (8) Cockpit fuel system - for leaks and security
 - (i) Fuel tank - firmly strapped and no leaks
 - (ii) Shut-off valve – smooth operation and no leaks
 - (iii) Fuel hose – abrasion-free and no leaks
 - (9) Cockpit structure:
 - (i) Security and lamination of the bolted firewall to angle-bracket union
 - (ii) Lamination of the station 1 to 2 and lower fuselage-side “double truss” box sections
 - (iii) Security of the lower fuselage boxed longitudinal supports for floor boards and seat
 - (10) Seat – for condition and security
- (d) Inspect components of the engine as follows:
- (1) Engine section—for visual evidence of excessive oil or fuel 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.
 - (4) Engine mount—for cracks, looseness of mounting, and looseness of engine to mount.
 - (5) Flexible vibration dampeners—for poor condition and deterioration.
 - (6) Engine controls—for defects, improper travel, and improper safetying.
 - (7) Lines, hoses, and clamps—for leaks, improper condition and looseness.
 - (8) Exhaust stacks—for cracks, defects, and improper attachment.
 - (9) Propeller—for cracks, nicks, and bends
 - (i) Propeller Bolts—for improper torquing and lack of safetying.
 - (10) Accessories—for apparent defects in security of mounting.
 - (11) All systems—for improper installation, poor general condition, defects, and insecure attachment.
 - (12) Cowling—for cracks, and defects.
- (e) Inspect the following components of the landing gear group:
- (1) All units—for poor condition and insecurity of attachment.
 - (2) Tires—for wear, cuts and improper pressurization

Fly Baby Condition Inspection Checklist

- (3) Vee Struts—for damage, delamination, or missing nuts.
 - (4) Cross-bracing—for tension and proper safetying of turnbuckles
 - (5) Hydraulic lines—for leakage.
 - (6) Wheels—for cracks, defects, and condition of bearings.
 - (7) Master Axle – for bends, cracks, or visual deformation
 - (8) Brakes—for improper adjustment.
- (f) Inspect all components of the wing for poor general condition, fabric or skin deterioration, distortion, evidence of failure, and insecurity of attachment, fabric drain holes clear.
- (1) Flying and landing wire attachment plates—condition, cracks, and bends
 - (2) Flying and landing wire turnbuckles—condition, tension, and safety-wiring
 - (3) Flying wire shackle—distortion, or flaws in the attachment of the flying wires
 - (4) Landing wire terminals on the fuselage—distortion, or flaws in the attachment of the landing wires
 - (5) Master Turnbuckle—tightness safety-wire (or equivalent)
 - (6) Compression ribs—proper installation and condition
 - (7) Drag/anti-drag wires: for tension and turnbuckle safety wire
 - (8) Areas for particular attention when inspecting for water-related deterioration/damage:
 - (i) Forward of after spar at wing root
 - (ii) Wing wire junction blocks (both water damage and delamination)
 - (iii) Forward side of aileron spar
 - (7) Aileron bellcranks—proper installation and condition.
 - (8) Pitot boom—attachment and proper security
 - (i) Pitot and static lines—proper attachment
- (g) Inspect 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. Ensure water not collecting in compartment forward of tailpost, fabric and other water drain holes clear.
- (1) Bracing wires—for proper tension
 - (2) Turnbuckles—for proper safetying
 - (3) Tailspring attach brackets—for condition and solid attachment
 - (4) Rudder and tailwheel control horns—for bends and cracks
 - (5) Tailwheel assembly—general condition

Fly Baby Condition Inspection Checklist

- (6) Tailwheel spring – security and condition
- (7) Tailpost: condition at lower tailpost to tailwheel bracket union
- (h) Inspect (where applicable) the following components of the radio group:
 - (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) Antennas—for poor condition, insecure mounting, and improper operation.
- (i) Inspect (where applicable) each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.