

PPC Condition Inspection Form

Based on FAR 43 Appendix D (September 2019)

[P] - added as amended Powrachute-suggested inspection

[V] - added as recommended for Viking Aircraft Engines

Name of Person Performing Inspection: _____	Date of Inspection: _____
<small>Authorizing Credentials</small>	
Aircraft Make, Model, Serial Number: _____	Total Time, Airframe: _____
Engine Make, Model, Serial Number: _____	Total Time, Engine: _____

<i>Completed?</i>	<i>Pass?</i>	<i>Notes and Comments</i>	<i>Initials</i>
[✓/NA]	[Y/N]		

Preinspection

Thoroughly clean the aircraft and aircraft engine.
Remove or open all necessary inspection plates, access doors, fairing, and cowling.

Fuselage and Hull Group ^b

~~(1) Fabric and Skin—~~

~~Deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.~~

~~(2) Systems and Components—~~

~~Improper installation.
Apparent defects.
Unsatisfactory operation.~~

~~(3) Envelope, Gas Bags, Ballast Tanks, and Related Parts—Poor condition.~~

~~[P] Tubing, Brackets, Nuts and Bolts—Poor condition or insecure attachment.~~

~~[P] All Bolts with Nylon Locking Nuts—Tightened with 1-3 threads showing.~~

NA	NA		NA
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NA	NA		NA
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Cabin and Cockpit Group ^c

(1) Generally—Uncleanliness and loose equipment that might foul the controls.

(2) Seats and Safety Belts—Poor condition and apparent defects.

~~(3) Windows and Windshields—Deterioration and breakage.~~

NA	NA		NA
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(4) Instruments—

- Poor condition.
- Poor mounting.
- Poor marking.
- Improper operation (where practicable).

(5) Flight and Engine Controls—

- Improper installation.
- Improper operation.

(6) Batteries—

- Improper installation.
- Improper charge.

(7) All Systems—

- Improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment. Especially, inspection of—
 - [P] Travel stops on steering bars.
 - [P] Steering line locks (if equipped)
 - [P] Dual canopy steering controls (if equipped)
 - [P] Dual ground steering controls (if equipped)
 - [P] Dual throttle controls (if equipped)

Engine and Nacelle Group ^d

(1) Engine Section—

- Visual evidence of excessive oil leaks; identify source of leaks.
- Visual evidence of excessive fuel leaks; identify source of leaks.
- Visual evidence of excessive hydraulic leaks; identify source of leaks.

(2) Studs and Nuts—

- Improper torquing and obvious defects.

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(3) Internal Engine—

- Cylinder compression. If there is weak cylinder compression, identify improper internal condition and improper internal tolerances.
- Metal particles or foreign matter on screens and sump drain plugs.

(4) Engine Mount—

- Cracks.
- Looseness of mounting.
- Looseness of engine to mount.

(5) Flexible Vibration Dampeners—

- Poor condition and deterioration.

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(6) Engine Controls—

- Defects.
- Improper travel.
- Improper safetying.

(7) Lines, Hoses, and Clamps—

- Leaks.
- Looseness.
- Improper condition.

(8) Exhaust Stacks—

- Cracks.
- Defects.
- Improper attachment.

(9) Accessories—

- Apparent defects in security of mounting.

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(10) All Other Systems—

Improper installation, poor general condition, defects, and insecure attachment. Especially, inspection of—

[P] Fuel Tank, Pump, and Filter—Apparent leaks, corrosion, and proper fitment.

[V] Air Intake—Apparent leaks, cracks, blockages, cleanliness, and improper fitment of air filter, flexible boots, and other components.

[V] Electrical System—Apparent chafing, cracks, and corrosion on wires, connectors, and electrical components (computer, injectors, sensors).

(11) Cowling/Engine Cover (if equipped)—Cracks and defects.

Landing Gear Group ^e

- (1) All Units—Poor condition and insecurity of attachment.
- (2) Shock Absorbing Devices—Improper [oleo] fluid level, [P] travel, [P] looseness, and [P] leakage.
- (3) Linkages, Trusses, and Members—Undue or excessive wear fatigue, and distortion.
- ~~(4) Retracting and Locking Mechanism—Improper operation.~~
- ~~(5) Hydraulic Lines—Leakage.~~
- ~~(6) Electrical System—Chafing and improper operation of switches.~~
- (7) Wheels—Cracks, defects, and condition of bearings.
- (8) Tires—Wear and cuts.
- (9) Brakes—Excessive pad wear and improper adjustment.
- ~~(10) Floats and Skis— for insecure attachment and obvious or apparent defects.~~

		Shock absorbing devices are generally non-serviceable; manually tested for acceptable compression, rebound, and damping.	
NA	NA		NA
NA	NA		NA
NA	NA		NA
NA	NA		NA

Wing and Center Section [Canopy Attachment CG Plates and Upper Section] Assembly ^{f,P}

- Generally—
 - Poor general condition.
 - ~~Fabric or skin deterioration.~~
 - Distortion.
 - Evidence of cracking or imminent failure.
 - Insecurity of attachment.
- All Components of the Canopy—
 - [P] Rapid Links—Wear, damage, or distortion. Re-tighten rapid links, finger tight plus 1/4 turn with wrench.
 - [P] Steering Pulleys—Wear, damage, distortion, and freedom of movement.
 - [P] Canopy Risers—Cuts and wear to sheathing, stitching, and inner riser.
 - [P] Steering Lines—Improper routing through pulleys or impeded freedom of movement.
 - [P] Canopy Cells—Excessive debris and cleanliness inside canopy.

NA	NA		NA

[P] Canopy Panels and Seams—Burns, rips, tears, stains, discolorations, failed seams, and other potential issues of material integrity.

[P] Canopy Lines/Line Groups—for wear, breaks, and problematic twists.

If any stains or discolorations are noticed, a fabric tensile strength test must be performed. The canopy must be sent to a certified

Empennage [Tail] Assembly ^g

~~Generally—Poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation.~~

NA	NA		NA
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Propeller Group ^h

- (1) Propeller Assembly—Cracks, nicks, binds, and oil leakage.
- (2) Bolts—Improper torquing and lack of safetying (if applicable).
- ~~(3) Anti-icing devices—Improper operations and obvious defects.~~
- ~~(4) Control mechanisms—Improper operation, insecure mounting, and restricted travel.~~

NA	NA		NA
NA	NA		NA

Radio Group ⁱ

- (1) Radio and Electronic Equipment—Improper installation and insecure mounting.
- (2) Wiring and Conduits—Improper routing, insecure mounting, and obvious defects.
- (3) Bonding and Shielding—Improper installation and poor condition.
- (4) Antenna (incl. Trailing Antenna)—Poor condition, insecure mounting, and improper operation.

Miscellaneous ^J

Inspect (where applicable) each installed miscellaneous item that is not otherwise covered in this checklist for improper installation and improper

- [P] Emergency Locator Transmitter/ELT (if equipped)—Functional and current as prescribed by 14 CFR § 91.207 or current version of AC 91-
- [P] Altimeter and Altitude Reporting Equipment (if equipped)—Functional and current as prescribed by 14 CFR § 91.411.
- [P] Transponder (if equipped)—Functional and current as prescribed by 14 CFR § 91.413.

Record any additional comments or notes here (*not recorded elsewhere*):

Signature of Person Performing Inspection : _____