



SAILPLANE/POWERED SAILPLANE INSPECTION SCHEDULE

GFA FORM 2

Exp, racing

TYPE: ASW-20 S/NO: 20268 REG: VH- N878J
AIRCRAFT FILE NO: (from C of A or C of R) G- 176496 C of A/ EC EXPIRY DATE: 7/13/2012
TOTAL HOURS FLOWN: 1764.96 TOTAL LAUNCHES: —
TOTAL ENGINE HOURS: N/A TOTAL PROPELLER HOURS: N/A

ITEM	CHECKED	REMARKS
<u>Rigged Aircraft</u>	<u>INITIALS</u>	
1. Wing Frequency check.....		Cycles per minute
2. Flight controls free play.....		
3. Control Deflections.....		
4. Control Stops.....		
<u>Wing Group</u>	<u>Left</u>	<u>Right</u>
5. Spars.....	<u>✓</u>	<u>✓</u>
6. Torsion Box.....	<u>✓</u>	<u>✓</u>
7. Skin Condition (fabric, wood, Al, FRP).....	<u>GOOD</u>	<u>FRP</u>
8. Wing to wing connections.....	<u>✓</u>	<u>✓</u>
9. Wing to fuselage connections (incl. struts).....	<u>✓</u>	<u>✓</u>
10. Ailerons & hinges.....	<u>✓</u>	<u>✓</u>
11. Airbrakes/spoilers.....	<u>✓</u>	<u>✓</u>
12. Flaps & hinges.....	<u>✓</u>	<u>✓</u>
13. Control systems/lubrication/adjustment.....	<u>✓</u>	<u>✓</u>
14. Cable/pushrod integrity and cable tension.....	<u>✓</u>	<u>✓</u>
15. Water ballast system. AD 165 checked.....	<u>N/A</u>	<u>Centrals Lubed, LPS 2</u>
16. Dual inspection of control safety locking		To be DI holder or above GFA M-.....
<u>Tailplane Group</u>	<u>Left</u>	<u>Right</u>
17. Tailplane attachment.....	<u>✓</u>	<u>✓</u>
18. Tailplane, elevator & hinges.....	<u>✓</u>	<u>✓</u>
19. Trim tabs & hinges.....	<u>✓</u>	<u>✓</u>
20. Dual inspection of control safety locking		To be DI holder or above GFA M-.....
<u>Fuselage Group</u>		
21. Front fuselage structure/cockpit.....	<u>✓</u>	<u>Exp. tail cracked</u>
22. Centre fuselage structure/wing connection.....	<u>✓</u>	<u>N/D/N</u>
23. Rear fuselage structure/tailplane connection.....	<u>✓</u>	
24. Skin Condition (fabric, wood, Al, FRP).....	<u>GOOD</u>	<u>FRP</u>
25. Ventilator.....	<u>✓</u>	
26. Skids, shock absorbers, wheels.....	<u>✓</u>	<u>+ Lubed</u>
27. Retraction system.....	<u>✓</u>	
28. Wheel Brake including controls.....	<u>✓</u>	
29. Rudder & hinges.....	<u>✓</u>	
30. Rudder controls & Stops.....	<u>✓</u>	
31. Elevator controls & Stops.....	<u>✓</u>	
32. Aileron controls & Stops.....	<u>✓</u>	
33. Trimmer controls & Stops.....	<u>✓</u>	
34. Flap controls & Stops.....	<u>✓</u>	<u>ops checked</u>
35. Airbrake controls & stops.....	<u>✓</u>	
36. Tail Parachute/Tail Tank installation.....	<u>N/A</u>	

37. Cable/pushrod integrity and cable tension.....	✓	Date/s on webbing tags.....
38. Canopy: Lock, Jettison, Clarity of Perspex.....	✓	AD 277 Checked.....
39. Harness(es) inspection.....	✓	
40. Release Hook assemblies.....	LUBED	
41. Seat cushions secure.....	✓	
42. Seat Pan assemblies.....	✓	
43. Cockpit floor structures.....	✓	
44. Removable ballast.....	W/A	
45. Dual inspection of control safety locking.....		To be DI holder or above GFA M-.....
<u>Systems</u>		
46. Instruments and panels.....	✓	
47. Pitot static system including ASI calibration.....	✓	
48. Electrical system: Fuses & master switch.....	✓	
49. Battery: Corrosion, security.....	✓	
50. Oxygen system.....	—	
51. Radio installation.....	✓	
<u>General</u>		
52. Bonding, vents, drains.....	✓	
53. Colour coding of controls.....	—	
54. Cleanliness, loose articles incl. tools (FOD).....	✓	
55. Specific and General AD's checked.....	✓	No AD's, no listing
56. Cockpit placarding.....	✓	
57. Empty weight and cg position (record here).....	—	kg..... mm.....
58. Engine & systems (Appendix A).....	—	
59. Logbook entries completed.....	✓	

Notes: No mud daubers noted
Assembled, camera used

Ref ASW 20 C Maint manual
• 'S' rudder tubes

If the inspection is **not** carried out by the manufacturer, but by a licensed aircraft repairer, a copy of the filled in inspection report **must** be forwarded to Messrs. SCHLEICHER for the purpose of evaluation. Messrs. SCHLEICHER will issue an acknowledgement of receipt and send it back to the aircraft owner. Only then the inspector must certify the increase of the service life in the logbook and in the aircraft inspection records.

The need for annual Certificate of Airworthiness inspections and overhauls is not affected by this rule (for German registered aircraft § 27 (1) LuftGerPO* applies). *LuftGerPO = Aircraft Examination Rules

III.14 SPECIAL SERVICING PROCEDURES

At regular intervals of five years, the sealing rings and circlip seals of the water ballast valves must be replaced.

Rudder control cables and towing hook release cable must be replaced after each **3000 operating hours** respectively!

III.15. PERIODICAL INSPECTIONS

At regular intervals

- if the aircraft is in constant use, we recommend an interval of 100 hours - but in any case no later than during the annual inspection, the following checks must be carried out:

1. The entire aircraft must be examined for paintwork cracks, holes and buckles, which then must be made good.
2. A check for foreign bodies must be carried out in the entire aircraft; to do this the seat pan and cockpit back wall must be removed.
3. Are all fittings in a satisfactory condition? No play, cracks, scratches nor corrosion appeared?
4. Are all other metal parts free from corrosion?
If necessary repaint; using a primer on synthetic resin basis.
5. There must be no significant play in the fuselage / wing or fuselage / tailplane connections; see also Chapter III.10.

6. The condition of all accessible bearings, fittings, joints and control cables in the control linkages must be checked.

Annual check must be done on rudder cables, S-shape cable guide tubes, towing hook release cable, and on all Bowden cables. Particular attention must be paid to those areas of the control cables which with the normal pedal movements are bent at the ends of the S-shape cable guide tubes, and to the visible towing hook release cable ends.

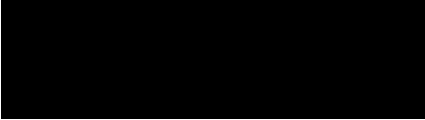
Watch particularly for hand sweat and corrosion inside the Bowden cable sleeve (regard the FAA Advisory Circular AC 43-13.1A § 198, see LBA-Circular No. 10-02/89-1 dated 21.08.89!).

NOTE: Check the rudder cables inside the area of the steel tube 'S' by moving the pedals back into the rearmost position and then undoing the cables at their front mounting.

NOTE: The closed components like the interior of the wings, fuselage tail cone, fin and stabilizer are usually not very strongly soiled. If in doubt examine them by means of an endoscope.

7. The controls, including the airbrakes, must be subjected to an operational test, and their control movements measured.
8. If any control is not free-moving over its entire range of movement, then the cause is to be established and eliminated.
9. The condition of the main landing gear and tail skid (foam skid with wear plate respectively pneumatic tailwheel) including tire and brake linings must be checked.
10. The pressure openings (Pitot and static pressure ports) on the fuselage are to be checked for blockages and leaks.
11. Condition and function and - if applicable - maximum permissible operation time of all instruments and VHF transceiver are to be checked!
12. An examination of the condition and function of the tow release mechanism must be carried out. The operating cables must be free-moving, and in the locked state of the tow release hook, the operating cable must still have play, i.e. must not be under tension.

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N878S 3/14/2015 AFTT 1,764.96 ANNUAL THIS DATE AND TIME
-Removed all inspection panels, and covers. Removed seat.
-Inspected and lubed all hinges, pullies, bell cranks.
-All inspection covers, panels and seat re-installed.
-I certify this airframe has been inspected I/A/W an ANNUAL inspection and has been found
airworthy condition.

Christopher J. Bahan  A&P/I.A.

