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PRE-FLIGHT INSPECTION PROCEDURES

Start on the left pilots side at the rudder. Continue around the left side of the aircraft to passenger right side and mirror image the following pre-flight inspection.

KEEL MUST BE LEVEL BEFORE INSPECTION.

RUDDER AREA

- Check that the rudder, rudder hinge, rudder horns, and cables are secure. Also check for fraying, looseness, and cracks.
- Ensure safety wire is secure through the turnbuckle. The eye end of the turnbuckle should have no more than 1 1/2 threads protruding from barrels.
- Check that the cotter key in the AN3 bolt on rudder clevis is secure.
- Check that the tail wheel turns freely, and that the pneumatic tail wheel has 8 psi pressure.

1. ENGINE AREA

- Check oil (minimum 4 quarts). Check oil plug and sender for leaks.
- Check engine coolant reservoir on visual sight tube for coolant level and for coolant leaks.
- There should be no chaffing.
- Check that the ignition wires are secure.
- Check carb heat, and air cleaner system.
- The weld on the carburetor base plate may crack See Product Notice No. 36.
- Check that all engine and radiator hoses are secure and in clean condition. Ensure that there are no leaks and that the hose clamps are secure.
- Check all belts especially Check Alternator and Pre-rotator belts for fraying and cracking. Check Alternator and Pre-rotator belt tension
- Check the HTD main reduction drive belt for fraying or weather cracking (usually on the outside of belt). Check for delaminating of the belt teeth from the belt outer cover. Delaminating usually occurs on the outside of the edge of the belt.
- Check the HTD main reduction drive belt for tightness. The belt should feel snug. With your hand on the outside edge of propeller, put approximately a 5-pound load on the propeller tip, the belt should now have approximately 1 1/2-belt thickness deflection at 70° F.
- Check cam belt tightness (EA82 only)(1-1 1/2-belt thickness cold, snug when hot).
- Check reduction drive. Check for unusual wear. Ensure all bolts are tight.
- Check propeller for looseness and for nicks (Dress if necessary).
- Check for any debris left on engine, tools, nuts, bolts, 2x4 wood mast prop etc.

2. CONTROL SYSTEM AREA

- Check that the mast is secure.
- Check pushtubes for freedom of movement. Check that the rod ends are secure and that the jam nuts are tight.
- Check rear control yoke (ensure cotter pins secure on moving parts). There should be no excessive play.
- Check the gimble head and bendix, ensure that the cotter pins are in place and check for unusual wear. Ensure all bolts are tight. Disengage gust lock to check for full movement of gimble head in all directions.
- Check that the rotor teeter bolt moves freely and that the teeter bolt is tight and secure.
- Check that the rotor teeter bolt has its cotter pin in place.
- Check the teeter stops (if installed), teeter bolt, tension on adjustor nuts, safety pins in all nuts, plastic stops swing freely.
- Check that the trim system spring and cable are secure.
- Check that the pre-rotator clutch plate moves freely. Ensure the heavy duty outer and inner cables move freely, are secure and show no signs of wear. Ensure that the safety loop and spring are secure.
- Check the hub bar for unusual wear, freedom of movement, no side play, and ensure all the bolts are tight.
- **ALSO SEE ITEM 9 REGARDING HUB BAR.**
- Check the AN6-57 bolt holding on the split push tubes this bolt should be snug but not over tightened.