

Untitled

Brian Lunquist

Here is the list of inspection forms for the annual on Piper Dakota(PA28-236), N91770, s/n 28-7911174, that we used while I was working for Tom at Ultraflight LLC in Lemars, IA. Cover page 1A1, current revision page 1A6, Page 1 with list of items on disc with maintenance and inspection reports....parts are also on disc but I didn't print you a cover page of it, then 4 pages of form 230 811 that we followed to complete the inspection.

As we met on Tuesday and you asked questions and if I would write down what I can remember from the annual. Logged about 22hr for annual and discrepancies plus Tom helped me for about 12 hrs of his time also while I was there. Started with the inspection on October 29,2018 and sign off was November 3, 2018.

Did pre run up to warm engine for compression ck and oil change and note any other items like mag drop, carb heat, alternator output, prop function etc.

Compression ck was done and recorded in engine logbooks also and all passing. Drained oil and filter(cut filter open) and serviced with new filter and oil. Checked intake system--pipes, filter, hoses and security. Checked exhaust system--pipes, muffler, baffling, heat muff, scat tubing, heater and defrost cables and

valve. Checked fuel system---carb,carb heat box-valve-cable, fuel lines, carb finger screen, fuel filter bowl screen. Checked accessories--mags, timing, vaccum pump, fuel pump, prop govenor, carb for condition and security. Cleaned and rotated spark plugs. General condition of engine area--engine mounts and rubber mounts, engine baffling, case for cracks and leaks, cylinders and valve covers for leaks/cracks. Oil drain lines and oil and fuel lines in engine area for condition.

Electrical---alternator, belt, wires . Check all clamps and tie offs on electrical and hoses for clearance and rubbing. Prop System---ck for nicks, grease leaking on blades, hub and zerk fittings, spinner and backplate for cracks. Lubed push/pull cables. Checked mag points, point felt and was plenty wet so didn't lube mag. Greased prop one shot only due to amount of grease on back of blades from being over greased.

Interior--removed seats, aft seat floor, tunnel panels, aft baggage cover into tail. Checked and lubed cables, pulleys, rod ends, flap handle, trim screw, control shaft,

swivel joint(control shaft), crossover chain and sprocket. Checked under panel for wire chafing and all secure. Circuit Breakers, instrument and radio security. Heater and defrost cables, throttle, prop, mixture cables for movement and lubed. Check and lube rudder pedals and brake master cylinders for leaks . Check fuel selector valve and primer. Checked under floor and lubed pulleys and checked cables and condition.

Checked battery and box, lubed cables and pulleys, checked radio rack for security and checked elt ops and battery. Lubed stabilator, rudder, trim hinges and check

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for movement and stops. Lubed trim jack screw.

Checked wings, attach points, lubed pulleys, rod ends, bellcranks, flap hinges and aileron hinges and stops. Check fuel system, tanks, lines for leaks. Check electrical wires to wing tip and tail lights.

Checked and lubed gear, wheels, and brakes. Wheel pants, strut cover, MLG attachment, scissors, brake lines, strut and strut level. Check NLG attachment, strut, wheel pant, shimmy dampner, steering collar-rod-boots, strut and strut level.

All discrepancies listed in logbooks, Removed prop for alternator belt, torqued alternator mounting flange to engine, new prop oring and torqued prop, and saftey and adjust alternator belt for tension and tighten and saftey. New air filter, oil and filter, spark plug gaskets. Replaced starter for warranty. Reseal RT brake caliper with new oring. All new tires and tubes, new brake discs and brake linings. MLG Lt wheel pant was missing attach bolts to axle and Rt MLG wheel pant was cracked and missing quarter turns and pieces of fiberglass.

Electical ck of all lights, interior and exterior. Post run up and found RPM running approx 2150 rpm, red line 2400. Adjusted two turns and no change, adjusted 4 turns and was running static approx 2350.

I believe it was Monday the 29th that owner Pat and his young son stopped out after wrestling and I showed him what compression was and list of few discrepancies I had since just started with inspection and if he had any issues he noticed. He told me about the RPM being low since he bought it and while flying it they didn't even touch the prop lever since rpm was low in flight. I showed him how to use the primer since he had trouble getting it to come out and cracked plastic throttle quadrant plastic.

On Tuesday night he stopped out and I was working on engine area, exhaust system, heater. Pat helped me remove the heat muff and I inspected mufflers for cracks, deformation of metal and color/leaks , muffler baffles. Also showed him how carb heat worked and heater and defrost and he was amazed was just butterfly valve. I also showed him how the mags work and what he's checking during run up. Showed him under rear floor on cables and belcranks in wings so he can get better understanding how his plane works. Showed him ELT on back rack and had him use the test switch on panel while tuned into 121.5. Ed Anderson stopped in after he flew his airplane and watched while about done explaining systems and helped me answer any of Pat's questions. After showing him the systems we put heat muff back on and scat tubing. Showed him how his standby vaccum worked and where it was tied into intake system.

On Friday finished up with final inspection and discrepancies and did the post run up with Tom. I talked with Davie at Maxwell Aircraft about govenor taking so many turns and he to have owner test fly since we are only 50RPM from red line static and if it doesn't make redline to send in to check pressures and if all checks good that maybe the prop stop angles where wrong from last overhaul??. I made a note in

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logbook about test flight since they have been flying for awhile with it low. Also talked to Pat on phone and texts since all items are sent to his partner and registration was showing pending, i sent him Aircraft Registration phone number but I told him they probably sent him a letter and was sitting on partners desk(that was the case). I talked to Pat on November 6 and the 7th about his annual, logbooks, flight manual and that the airplane needed to be test flown first to check rpm if it needs small adjustment or removed and sent in for overhaul.

If you have any other questions give me a call on my cell

Chad W. Fischer

*forget to add the AD list was also done with a recurring check.
if*



DAKOTA MAINTENANCE MANUAL

CARD 1 OF 3

PA-28-236 DAKOTA

PIPER AIRCRAFT CORPORATION

(PART NUMBER, 761 681)

PIPER AIRCRAFT
PA-28-236
MAINTENANCE MANUAL

The information in this Aerofiche maintenance manual was reissued August 1, 1986. This edition supersedes all preceding revisions and is a complete Aerofiche card replacement. Revisions to this maintenance manual 761 681 are as follows:

PN/Effectivity	Publication Date	Aerofiche Card Effectivity
761 681 (PR860801)	March 16, 1987*	All
761 681 (IR870223)	March 16, 1987	1
761 681 (IR950215)*	February 15, 1995	1 and 2

***INTERIM REVISION**

Chapters 5, 6, and 27 of Card 1, and Chapter 51 of Card 2 have been revised. There are no other changes included in this interim change revision. Please discard your current cards 1 and 2, and replace them with the revised ones. DO NOT DISCARD CARD 3.

The date on Aerofiche cards must not be earlier than the date noted for the respective card effectivity. Consult the latest Aerofiche card in this series for current Aerofiche card effectivity.

SERIAL NUMBER INFORMATION

PA-28-236, DAKOTA- 1979
Serial Numbers 28-7911001 to 28-7911395 inclusive.
PA-28-236, DAKOTA- 1980
Serial Numbers 28-8011001 to 28-8011161 inclusive.
PA-28-236, DAKOTA- 1981
Serial Numbers 28-8111001 to 28-8111105 inclusive.
PA-28-236, DAKOTA- 1982
Serial Numbers 28-8211001 to 28-8211060 inclusive.
PA-28-236, DAKOTA- 1983
Serial Numbers 28-8311001 to 28-8311025 inclusive.
PA-28-236, DAKOTA- 1984
Serial Numbers 28-8411001 to 28-8411031 inclusive.
PA-28-236, DAKOTA- 1985
Serial Numbers 28-8511001 to 28-8511020 inclusive.
PA-28-236, DAKOTA- 1986
Serial Numbers 28-8611001 to 28-8611008 inclusive.
Serial Numbers 2811001 and up*.

*New method of assigning serial numbers used.

Number	Subject
<u>Maintenance Manuals</u>	
761-681	DAKOTA MAINTENANCE MANUAL - PA-28-236
761-702	TURBO DAKOTA MAINTENANCE MANUAL - PA-28-201T
<u>Inspection Reports / Manuals</u>	
230-811	INSPECTION REPORT - PA-28-236
230-1035	INSPECTION REPORT - PA-28-201T
761-734	PIPER PROGRAMMED INSPECTION 50 HOUR CYCLE - PA-28-236, PA-28-201T

PIPER AIRCRAFT CORPORATION

INSPECTION REPORT

THIS FORM MEETS REQUIREMENTS OF FAR PART 43 • INSPECTIONS MUST BE PERFORMED BY PERSONS AUTHORIZED BY THE FAA.

Make		Model		Serial No.		Registration No.	
CHEROKEE DAKOTA		PA-28-236					
Circle Type of Inspection (See Note 1)		50	100	500	1000	Inspector	
DESCRIPTION		50	100	500	1000	Inspector	
A. PROPELLER GROUP							
1. Inspect spinner and back plate		0	0	0	0		
2. Inspect blades for nicks and cracks		0	0	0	0		
3. Inspect for grease and oil leaks		0	0	0	0		
4. Lubricate propeller (refer to chapter 12 of maintenance manual)		0	0	0	0		
5. Inspect spinner mounting brackets			0	0	0		
6. Inspect propeller mounting bolts and safety (check torque if safety is broken)			0	0	0		
7. Inspect hub parts for cracks and corrosion			0	0	0		
8. Rotate blades of constant speed propeller and check for tightness in hub pilot tube			0	0	0		
9. Remove constant speed propeller, remove sludge from propeller and crankshaft				0	0		
10. Inspect complete propeller and spinner assembly for security, chafing, cracks, deterioration, wear, and correct installation			0	0	0		
11. Overhaul propeller (refer to Hartzell Service Letter 61D)							
B. ENGINE GROUP							
WARNING Ground magneto primary circuit before working on engine.							
NOTE: Read note 2 prior to completing this inspection group.							
1. Remove engine cowl and inspect for damage		0	0	0	0		
2. Clean and check cowling for cracks, distortion, and loose or missing fasteners			0	0	0		
3. Drain oil sump (see note 3)		0	0	0	0		
4. Clean suction oil strainer at oil change (check strainer for foreign particles)		0	0	0	0		
5. Clean pressure oil strainer or change full flow (cartridge type) oil filter element (check strainer or element for foreign particles)		0	0	0	0		
6. Inspect oil temperature sender unit for leaks and security			0	0	0		
7. Inspect oil lines and fitting for leaks, security, chafing, dents, and cracks (see note 5)		0	0	0	0		
8. Clean and inspect oil radiator cooling fins			0	0	0		
9. Remove and flush oil radiator				0	0		
CAUTION: DO NOT USE MULTIGRADE OIL until Hartzell Service Bulletin 142B is complied with.							
10. Fill engine with oil per lubrication chart (refer to chapter 12 of maintenance manual)		0	0	0	0		
11. Clean engine			0	0	0		
CAUTION: Do not contaminate the vacuum pump with cleaning fluid (Ref: Lycoming Service Instruction 1221A.)							
12. Inspect condition of spark plugs (Clean and adjust gap as required, adjust per Lycoming Service Instruction 1042) (see note 12)			0	0	0		
NOTE: If fouling of spark plugs has been apparent, rotate bottom plugs to upper plugs, and vice versa.							
13. Inspect spark plug cable leads and ceramics for corrosion and deposits		0	0	0	0		
14. Check cylinder compression (ref: AC 43.13-1A)			0	0	0		
15. Inspect cylinders for cracked or broken fins			0	0	0		
16. Inspect rocker box covers for evidence of oil leaks. If found, replace gasket; torque cover screws 50 inch-pounds (see note 10)		0	0	0	0		
Perform inspection or operation at each of the inspection intervals as indicated by a circle (○).		50	100	500	1000	Inspector	
DESCRIPTION		50	100	500	1000	Inspector	
NOTE: Lycoming requires a valve inspection be made after every 400 hours of operation. (see note 9.)							
17. Inspect ignition harness and insulators (high tension leakage and continuity)			0	0	0		
18. Inspect magneto points for condition and proper clearance			0	0	0		
19. Inspect magneto for oil leakage			0	0	0		
20. Inspect breaker felts for proper lubrication			0	0	0		
21. Inspect distributor block for cracks, burned areas or corrosion, and height of contact springs			0	0	0		
22. Check magneto-to-engine timing			0	0	0		
23. Overhaul or replace magnetos (see note 4)					0		
24. Remove air filter and tap gently to remove dirt particles (replace as required)		0	0	0	0		
25. Drain carburetor and clean inlet line fuel strainer		0	0	0	0		
26. Inspect condition of carburetor heat air door and box (see note 11)		0	0	0	0		
27. Inspect vent lines for evidence of fuel or oil seepage		0	0	0	0		
28. Inspect intake seals for leaks and clamps for tightness		0	0	0	0		
29. Inspect all air inlet duct hoses (replace as required)		0	0	0	0		
30. Inspect condition of flexible fuel lines			0	0	0		
31. Replace flexible fuel lines (see note 4)							
32. Check fuel system for leaks		0	0	0	0		
33. Clean screens in electric fuel pump(s) and check operation (engine and electric)		0	0	0	0		
34. Overhaul or replace fuel pumps (engine driven) (see note 4)					0		
35. Remove and clean fuel filter bowl and screen (clean at least every 90 days)		0	0	0	0		
36. Inspect vacuum pumps and lines			0	0	0		
37. Overhaul or replace vacuum pump (see note 4)					0		
38. Inspect throttle, carburetor heat, mixture, and propeller governor controls for security, travel, and operating conditions			0	0	0		
39. Inspect exhaust stacks, connections, and gaskets (refer to chapter 5 of maintenance manual) (Replace gaskets as required)			0	0	0		
40. Inspect muffler, heat exchange and baffles (refer to chapter 5 of maintenance manual)			0	0	0		
41. Check recommended time for replacement of muffler per chapter 5 of maintenance manual			0	0	0		
42. Inspect breather tube for obstructions and security			0	0	0		
43. Inspect crankcase for cracks, leaks, and security of seam bolts			0	0	0		
44. Inspect engine mounts for cracks and loose mountings			0	0	0		
45. Inspect all engine baffles			0	0	0		
46. Inspect all wiring connected to the engine or accessories		0	0	0	0		
47. Inspect rubber engine mount bushings for deterioration (replace as required)			0	0	0		
48. Inspect fire wall seals			0	0	0		
49. Inspect condition and tension of alternator drive belt (refer to chapter 21 of maintenance manual)			0	0	0		
50. Lubricate alternator idle pulley (if installed) per lubrication chart in maintenance manual			0	0	0		
51. Inspect condition of alternator and starter			0	0	0		
52. Inspect security of alternator mounting			0	0	0		
53. Check air conditioning compressor oil level (see note 6)							

Owner

Circle Type of Inspection (See Note 1)						Perform inspection or operation at each of the inspection intervals as indicated by a circle (○).					
50	100	300	1000	Annual	Inspector	50	100	300	1000	Inspector	Inspector
DESCRIPTION						DESCRIPTION					
B. ENGINE GROUP (cont)						15. Inspect rudder hinges, horn, and attachments for damage and operation					
54. Inspect condition of compressor belt and tension (refer to chapter 21 of maintenance manual)						16. Inspect rudder control stop to insure stop has not loosened and lock nut is tight	○	○	○		
55. Inspect compressor clutch security and wiring (see note 7)						17. Inspect vertical fin attachments	○	○	○		
56. Inspect security of compressor mounting						18. Inspect rudder hinge bolts for excess wear (replace as required)	○	○	○		
57. Check fluid in brake reservoir (fill as required) ..	○	○	○	○		19. Inspect stabilator surfaces for damage	○	○	○		
58. Lubricate all controls (refer to chapter 12 of maintenance manual)						19. Inspect stabilator, tab hinges, horn, and attachments for damage and operation	○	○	○		
59. Overhaul or replace propeller governor (see note 4)						21. Inspect stabilator attachments (see latest Piper Service Bulletin 856)	○	○	○		
60. Complete overhaul of engine or replace with factory rebuilt (see note 4)						22. Inspect stabilator and tab hinge bolts and bearings for excess wear (replace as required)	○	○	○		
61. Reinstall engine cowl	○	○	○	○		23. Inspect stabilator control stops to insure stop has not loosened and jamnut is tight	○	○	○		
C. CABIN GROUP						24. Inspect stabilator trim mechanism	○	○	○		
1. Inspect cabin entrance, doors, and windows for damage and operation						25. Inspect aileron, rudder, stabilator, stabilator trim cables, turnbuckles, guides, and pulleys for safety, damage and operation	○	○	○		
2. Inspect upholstery for tears						26. Inspect all cable tensions (use tensiometer) (see note 15)	○	○	○		
3. Inspect seats, seat belts, security brackets, and bolts						27. Clean and lubricate stabilator trim drum screw ..		○	○		
4. Check trim operation						28. Clean and lubricate all exterior needle bearings ..			○		
5. Check rudder pedals						29. Lubricate per lubrication chart (refer to chapter 12 of maintenance manual)	○	○	○	○	
6. Inspect parking brake and brake handle for operation and cylinder leaks						30. Inspect anticollision light for security and operation		○	○	○	
7. Inspect control wheels, column, pulleys, and cables						31. Inspect security of autopilot bridle cable clamps (see note 8)		○	○	○	
8. Inspect flap control cable attachment bolt						32. Inspect all control cables, air ducts, electrical leads, lines, radio antenna leads, and attaching parts for security, routing, chafing, deterioration, wear, and correct installation		○	○	○	
9. Inspect landing, navigation, cabin, and instrument lights	○	○	○	○		33. Inspect ELT installation and condition of battery and antenna (see Piper S/L 820)		○	○	○	
10. Inspect instruments, lines, and attachments						34. Install inspection plates and panels		○	○	○	
11. Inspect gyro-operated instruments and electric turn and bank (overhaul or replace as required) ..						E. WING GROUP					
12. Replace central air filter						1. Remove inspection plates and fairings		○	○	○	
13. Clean or replace vacuum regulator filter						2. Inspect surfaces and tips for damage, loose rivets, and condition of walkway		○	○	○	
14. Inspect altimeter (calibrate altimeter system in accordance with FAR 91.170, if appropriate)						3. Inspect aileron hinges and attachments		○	○	○	
15. Check operation of fuel selector valve						4. Inspect aileron control stops to insure stop has not loosened and locknut is tight		○	○	○	
16. Inspect condition of heater controls and ducts ..						5. Inspect aileron cables, pulleys, and bellcranks for damage and operation		○	○	○	
17. Inspect condition and operation of air vents						6. Inspect flaps and attachments for damage and operation		○	○	○	
18. Inspect condition of air conditioning ducts						7. Inspect condition of bolts used with hinges (replace as required)		○	○	○	
19. Remove and clean air conditioning evaporator filter						8. Lubricate per lubrication chart (refer to chapter 12 of maintenance manual)	○	○	○	○	
D. FUSELAGE AND EMPENNAGE GROUP						9. Inspect wing attachment bolts and brackets		○	○	○	
1. Remove inspection plates and panels						10. Inspect fuel tanks and lines for leaks and water (see note 14)		○	○	○	
2. Inspect baggage door, latch and hinges						11. Fuel tanks marked for capacity		○	○	○	
3. Inspect battery, box, and cables (check at least every 30 days. Flush box as required and fill battery per instructions on box)	○	○	○	○		12. Fuel tanks marked for minimum octane rating ..		○	○	○	
4. Inspect electronic installation						13. Inspect fuel cell vents (see note 13)		○	○	○	
5. Inspect bulkheads and stringers for damage						14. Inspect all control cables, air ducts, electrical leads, lines, and attaching parts for security, routing, chafing, deterioration, wear, and correct installation		○	○	○	
6. Inspect antenna mounts and electric wiring						15. Install inspection plates and fairings		○	○	○	
7. Inspect air conditioning system for Freon leaks											
8. Inspect Freon level in sight gauge of receiver-dehydrator (refer to chapter 21 of maintenance manual)	○	○	○	○							
9. Inspect air conditioning condenser air scoop rigging	○	○	○	○							
10. Inspect fuel lines, valves, and gauges for damage and operation											
11. Clean screens in fuel pumps											
12. Remove, drain, and clean fuel strainer bowl and screen (drain and clean at least every 90 days) ..	○	○	○	○							
13. Inspect security of all lines											
14. Inspect vertical fin and rudder surfaces for damage											

Circle Type of Inspection (See Note 1)					Inspector	Perform inspection or operation at each of the inspection intervals as indicated by a circle (○).					
50	100	500	1000	Annual			50	100	500	1000	Inspector
DESCRIPTION						DESCRIPTION					
F. LANDING GEAR GROUP											
1. Inspect oleo struts for proper extension (Check fluid level as required)	○	○	○	○							
2. Inspect nose gear steering control and travel		○	○	○							
3. Inspect wheels for alignment		○	○	○							
4. Put airplane on jacks		○	○	○							
5. Inspect tires for cuts, uneven or excessive wear and slippage		○	○	○							
6. Remove wheels, clean, check and repack bearings		○	○	○							
7. Inspect wheels for cracks, corrosion and broken bolts		○	○	○							
8. Check tire pressure	○	○	○	○							
9. Inspect brake lining and disc for condition and wear		○	○	○							
10. Inspect brake backing plates for condition and wear		○	○	○							
11. Inspect brake lines		○	○	○							
12. Inspect shimmy dampener		○	○	○							
13. Inspect gear forks for damage		○	○	○							
14. Inspect oleo struts for fluid leaks and scoring		○	○	○							
15. Inspect gear struts, attachments, torque links, and bolts for condition and security		○	○	○							
16. Inspect all hydraulic lines, electrical leads, and attaching parts for security, routing, chafing, deterioration, wear, and correct installation		○	○	○							
17. Lubricate per lubrication chart (refer to chapter 12 of maintenance manual)	○	○	○	○							
18. Remove airplane from jacks		○	○	○							
G. OPERATIONAL INSPECTION											
1. Check fuel pump and fuel tank selector	○	○	○	○							
2. Check fuel quantity, pressure and flow readings	○	○	○	○							
3. Check oil pressure and temperature	○	○	○	○							
4. Check alternator output	○	○	○	○							
5. Check manifold pressure	○	○	○	○							
6. Check carburetor heat	○	○	○	○							
7. Check parking brake	○	○	○	○							
8. Check operation of auxiliary vacuum pump system (if installed) (see note 18)	○	○	○	○							
9. Check vacuum gauge	○	○	○	○							
10. Check gyros for noise and roughness	○	○	○	○							
11. Check cabin heater operation	○	○	○	○							
12. Check magneto switch operation	○	○	○	○							
13. Check magneto RPM variation	○	○	○	○							
14. Check throttle and mixture operation	○	○	○	○							
15. Check propeller smoothness	○	○	○	○							
16. Check propeller governor action	○	○	○	○							
17. Check engine idle	○	○	○	○							
18. Check electronic equipment operation	○	○	○	○							
19. Check air conditioner compressor clutch operation	○	○	○	○							
20. Check air conditioner condenser scoop operation	○	○	○	○							
21. Check operation of autopilot and automatic trim (see note 16)	○	○	○	○							
H. GENERAL											
1. Aircraft conforms to FAA Specification	○	○	○	○							
2. All FAA airworthiness directives complied with	○	○	○	○							
3. All manufacturers' service bulletins and letters complied with	○	○	○	○							
4. Check for proper flight manual	○	○	○	○							
5. Aircraft papers in proper order	○	○	○	○							

NOTES:

1. Piper service bulletins are of special importance; Piper considers compliance mandatory. Piper service letters are product improvements and service hints pertaining to servicing the airplane. They should be given careful attention.
2. Inspections given for the power plant are based on the engine manufacturer's operator's manual for the particular airplane. Any changes issued to the engine manufacturer's operator's manual shall supersede or supplement the inspections outlined in this report.
3. Intervals between oil changes can be increased as much as 100% provided the full flow cartridge type oil filter element is replaced each 50 hours of operation and the specified octane fuel is used. Should fuel other than the specified octane rating for the power plant be used, refer to Lycoming Service Letter No. 185A for additional information and recommended service procedures.
4. Replace or overhaul as required or at engine overhaul. (For engine overhaul, refer to the latest revision of Lycoming Service Instructions No. 1009.)
5. Replace flexible oil lines at Engine TBO per Lycoming S/B 240J.
6. The compressor oil level should not be checked unless a Freon leak has occurred which requires an addition of Freon to the system.
7. Clean any trace of oil from the clutch surface.
8. Check security and condition of autopilot servo bridle cables, clamps, and shear pin in accordance with the latest revision of Piper Service Letter No. 695.
9. At every 400 hours of engine operation, remove the rocker box covers and check for freedom of valve rockers when valves are closed. Look for evidence of abnormal wear or broken parts in the area of the valve tips, valve keeper, springs and spring seat. If any indications are found, the cylinders and all of its components should be removed (including the piston and connecting rod assembly) and inspected for further damage. Replace any parts that do not conform with limits shown in the latest revision for Special Service Publication No. SSP2070.
10. Check cylinders for evidence of excessive heat which is indicated by burned paint on the cylinders. This condition is indicative of internal damage to the cylinder and, if found, its cause must be determined and corrected before the aircraft is returned to service.
Heavy discoloration and appearance of seepage at the cylinder head and barrel attachment area is usually due to emission of thread lubricant used during assembly of the barrel at the factory, or by slight gas leakage which stops after the cylinder has been in service for awhile. This condition is neither harmful nor detrimental to engine performance and operation. If it can be proven that leakage exceeds these conditions, the cylinder should be replaced.
11. Check throttle body attaching screws for tightness; the correct torque for these screws is 40 to 50 inch pounds.
12. When using alternate fuels, refer to Lycoming Service Letter No. L185A for additional information and recommended service procedures.
13. Replace fuel tank vent line flexible connections as required, but no later than 1000 hours of service.
14. Replace flexible fuel tank supply hose at time of engine overhaul.
15. Maintain cable tensions specified in Chapter 27 of Maintenance Manual.
16. Refer to the list of Vendor and Piper Publications in the front of the Maintenance Manual for appropriate subject manual part number.
17. Refer to the last card of the Piper Parts Price List - Aerofiche - for a list of current revision dates to Piper inspection reports and manuals.
18. The Airborne auxiliary vacuum pump/motor (4A3-1) must be removed from service at 500 hours operating time as indicated on the elapsed time indicator, or at 10 years of installed time in the aircraft, whichever comes first.

Signature of Mechanic or Inspector:

Certificate No.:

Date:

Total Time on Airplane: