

2024

Pitts S-15/S-1E Experimental Condition Inspection Checklist

Condition Inspection Checklist

8/17/24 completed

Condition Inspection Checklist Compiled from FAR 43, Appendix D

Aircraft Make/Model: Pitts S15 S/N: 1Engine Make/Model: Lycoming 10360-B1A S/N: L-19126-S1ADate of Inspection: 8/17/24 TT Airframe: 718TT Engine: 718

Scope and Detail of Items (As Applicable to the Particular Aircraft) to be Included in Annual and 100-Hour Inspections

(a) Each person performing an annual or 100-hour inspection shall, before that inspection, remove or open all necessary inspection plates, access doors, fairing, and cowling. He shall thoroughly clean the aircraft and aircraft engine.

(b) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the fuselage and hull group:

☒ Pass ☐ Fail (1) Fabric and skin-for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings. *RETRAPED TWO INSPECTION PLATES UNDER COCKPIT AND ONE ON THE FUSELAGE*

☒ Pass ☐ Fail (2) Systems and components-for improper installation, apparent defects, and unsatisfactory operation. *LOAD ALL PAINT CONTAINERS*

☒ Pass ☐ Fail (3) Envelope, gas bags, ballast tanks, and related parts-for poor condition.

(c) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the cabin and cockpit group:

☒ Pass ☐ Fail (1) Generally-for uncleanliness and loose equipment that might foul the controls. *REMOVED ASCENDANT + RUBBER HOSE PART*

☒ Pass ☐ Fail (2) Seats and safety belts-for poor condition and apparent defects.

☒ Pass ☐ Fail (3) Windows and windshields-for deterioration and breakage.

☒ Pass ☐ Fail (4) Instruments-for poor condition, mounting, marking, and (where practicable) improper operation.

☒ Pass ☐ Fail (5) Flight and engine controls-for improper installation and improper operation.

☒ Pass ☐ Fail (6) Batteries-for improper installation and improper charge. *REMOVED EXTERNAL BATTERY TRIGGER CHARGE CABLE THAT WAS LOOSE AND NOT HOUSED UP ON + SIDE OF BATTERY*

☒ Pass ☐ Fail (7) All systems-for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

(d) Each person performing an annual or 100-hour inspection shall inspect (where applicable) components of the engine and nacelle group as follows:

✓ Pass ___ Fail (1) Engine section\for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks. *PRS-102 / AD 2008-0651 COMPLIANT*

✓ Pass ___ Fail (2) Studs and nuts\for improper torquing and obvious defects.

✓ Pass ___ Fail (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. *CLAIMED OIL SCREENS AND MAIN SYSTEM CHANGED OIL JANUARY 2015*

#1/2/3 = 70 #4 = 74

✓ Pass ___ Fail (4) Engine mount\for cracks, looseness of mounting, and looseness of engine to mount.

✓ Pass ___ Fail (5) Flexible vibration dampeners\for poor condition and deterioration.

✓ Pass ___ Fail (6) Engine controls\for defects, improper travel, and improper safetying.

✓ Pass ___ Fail (7) Lines, hoses, and clamps-for leaks, improper condition and looseness.

✓ Pass ___ Fail (8) Exhaust stacks\for cracks, defects, and improper attachment. *RECOMMEND OIL LAMP FROM OIL CLOSER REPORTED DUE TO AGE MSB 342 COMPLIANT WITH, CLEARED INSPECTORS HAVE ATTACHED ALL*

✓ Pass ___ Fail (9) Accessories\for apparent defects in security of mounting.

✓ Pass ___ Fail (10) All systems\for improper installation, poor general condition, defects, and insecure attachment.

✓ Pass ___ Fail (11) Cowling\for cracks, and defects.

(e) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the landing gear group:

✓ Pass ___ Fail (1) All units\for poor condition and insecurity of attachment.

✓ Pass ___ Fail (2) Shock absorbing devices\for improper oleo fluid level.

✓ Pass ___ Fail (3) Linkages, trusses, and members\for undue or excessive wear fatigue, and distortion.

NO CRACKS NOTED ON SPARE GEAR ATTACH POINTS

NA ✓ Pass ___ Fail (4) Retracting and locking mechanism\for improper operation.

✓ Pass ___ Fail (5) Hydraulic lines\for leakage.

✓ Pass ___ Fail (6) Electrical system\for chafing and improper operation of switches.

✓ Pass ___ Fail (7) Wheels\for cracks, defects, and condition of bearings. *REPAIR BEARINGS*

✓ Pass ___ Fail (8) Tires\for wear and cuts.

✓ Pass ___ Fail (9) Brakes\for improper adjustment.

✓ Pass ___ Fail (10) Floats and skis\for insecure attachment and obvious or apparent defects.

(f) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components of the wing and center section assembly for poor general condition, fabric or skin deterioration, distortion, evidence of

failure, and insecurity of attachment.

☒ Pass ☐ Fail

(g) Each person performing an annual or 100-hour inspection shall inspect (where applicable) 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.

☒ Pass ☐ Fail

(h) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the propeller group:

☒ Pass ☐ Fail (1) Propeller assembly for cracks, nicks, binds, and oil leakage.

HAS 100% FLANGE

☒ Pass ☐ Fail (2) Bolts for improper torquing and lack of safetying.

NA ☒ Pass ☐ Fail (3) Anti-icing devices for improper operations and obvious defects.

NA ☒ Pass ☐ Fail (4) Control mechanism for improper operation, insecure mounting, and restricted travel.

FIXED PITCH

(i) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the radio group:

☒ Pass ☐ Fail (1) Radio and electronic equipment for improper installation and insecure mounting.

☒ Pass ☐ Fail (2) Wiring and conduits for improper routing, insecure mounting, and obvious defects.

REMOVED OLD GROUND OFF BATTERY WIRE NOT SECURE SEE NOTE IN FIRST PAGE

☒ Pass ☐ Fail (3) Bonding and shielding for improper installation and poor condition.

☒ Pass ☐ Fail (4) Antenna including trailing antenna for poor condition, insecure mounting, and improper operation.

(j) Each person performing an annual or 100-hour inspection shall inspect (where applicable) each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.

☒ Pass ☐ Fail

Notes and explanation of unairworthy items found:

** FOUND AIR TRK LOGS "ORIGINAL" FROM PREVIOUS OWNER VERIFIED ALL THE TIMES ON AF + ENGINE*

** SPOKE WITH A PREVIOUS OWNER AND SHOT P.C.H ABOUT RIGIDITY AND WORKING IN WING STRUTS HE SAID THAT WAS VERY CLOSE TO 100% IN THE EARLY 90'S AND FLEW STRUTS*

N42JK Log Books

2024 TACH?

- 1 STARTED BUILD IN 1966
- 2 FIRST FLOWN IN 1982 AND CRASHED REBUILT IN 1983
- 3 GOT NEW SPECIAL AWC IN JULY 83
- 4 (RECORDED TACH TIME SEEMS TO BE CORRECT)
(9-6/22 TACH WAS 685)
- 5 NEEDS TRANSPONDER ✓
- 6 CD 82 NEEDS INSTALLED WITH NEW ENCODER THATS INCLUDED
- 7 LEFT MAGNECO SMOOTH DONE 6/18/14
- 8 MSB342F LYCOMING INSPECTION LINES
- 9 NEW OIL LINES 2012 FROM ENGINE SEPARATOR TO INVERTER VALVE
- 10 APRIL 1997 ENGINE OVERTHAUL BY CECILS TACH TIME 394.8
CYLINDERS HAVE 272 ADDITIONAL HOURS ON TACH
- 11 1985 DISSASSEMBLED ENGINE, ENGINE WAS NOT RUNNING WHEN
CRASHED IN 1983

Date: 08/17/2024 Hours: Lycoming IO360-B4A SN: L-19126-51A
Tail#: N42JF 718
Make: Experimental Model: Aircraft S/N: 1

I certify this engine was inspected IAW appendix D of Part 43 FAR and found to be in a condition for safe operation. Changed oil, cleaned screens and inverted oil system, cleaned injectors. Filled with 8qts Phillips XC 20w-50. Compressions cylinders 1,2,3=70 4=74

Name: [Redacted] Cert: [Redacted]
Co: Texas Stick and Rudder, LLC Sign: _____

Date: 08/17/2024 Hours: 718
Tail#: N42JF
Make: Experimental Model: Aircraft S/N: 1

I certify this aircraft was inspected per the scope and detail of Part 43 Appendix D FAR and found to be in a condition for safe operation.

Name: [Redacted] Cert: [Redacted]
Co: Texas Stick and Rudder, LLC Sign: _____

Date: 08/17/2024 Hours: Sensenich model: 76EMB-0-58 SN: 21986K
Tail#: N42JF 718
Make: Experimental Model: Aircraft S/N: 1

I certify this propeller was inspected per the scope and detail of Part 43 Appendix D FAR and found to be in a condition for safe operation.

Name: [Redacted] Cert: [Redacted]
Co: Texas Stick and Rudder, LLC Sign: _____