

INSPECTION REPORT

This form meets requirements of FAR Part 43 - Inspections must be performed by persons authorized by the FAA.

Make: PIPER PACER, TRI-PACER & CARIBBEAN

Model PA-22-125, 135, 150, 160 & PA-20 Serial No.

Registration No.

Circle Type of Inspection (See Note 2) 50 100 500 1000 Annual	50	100	500	1000	Inspector	Perform all inspections or operations at each of the inspection intervals as indicated by a circle (0)					
						DESCRIPTION	50	100	500	1000	Inspector
A. PROPELLER GROUP						26. Inspect condition of flexible fuel and primer lines					
1. Inspect spinner and back plate for cracks	0	0	0	0		27. Replace flexible fuel lines					
2. Inspect blades for nicks and cracks	0	0	0	0		28. Inspect fuel system for leaks					
3. Inspect for grease and oil leaks	0	0	0	0		29. Inspect fuel selector valve operation					
4. Lubricate propeller per lubrication chart		0	0	0		30. Inspect venturi or vacuum pump, lines and separator for security and operation					
5. Inspect spinner mounting brackets for cracks		0	0	0		31. Overhaul or replace vacuum pump (See Note 5)					
6. Inspect propeller mounting bolts and safety (Check torque if safety is broken)		0	0	0		32. Inspect throttle, carburetor heat, and mixture controls for travel and operating condition					
7. Inspect hub parts for cracks and corrosion		0	0	0		33. Inspect exhaust stacks, connections and gaskets (Replace exhaust gaskets as required)					
8. Rotate blades of constant speed propeller and check for tightness in hub pilot tube		0	0	0		34. Inspect muffler, heat exchanger and baffles					
9. Remove constant speed propeller, remove sludge from propeller and crankshaft			0	0		35. Inspect exhaust stack braces for security					
10. Overhaul propeller (per Hartzell Service Letter No. 61 D)				0		36. Inspect breather tube for obstructions and security					
11. Recondition fix metal propeller (See Note 11.)						37. Inspect crankcase for cracks, leaks and security of seam bolts					
B. ENGINE GROUP						38. Inspect engine mounts for cracks and loose mountings					
CAUTION: Ground Magneto Primary Circuit before working on engine.						39. Inspect all engine baffles for damage and security					
1. Remove engine cowl		0	0	0		40. Inspect rubber engine mount bushings for deterioration (See Note 6)					
2. Clean and inspect cowling for cracks, distortion and loose or missing fasteners		0	0	0		41. Inspect condition of firewall seals					
3. Drain oil sump (See Note 9)	0	0	0	0		42. Inspect condition and tension of generator drive belt					
4. Clean suction oil strainer at oil channel (Inspect strainer for foreign particles)	0	0	0	0		43. Inspect condition of generator and starter					
5. Clean pressure oil strainer (Inspect strainer for foreign particles)	0	0	0	0		44. Lubricate all controls per lubrication charts					
6. Inspect oil temperature sender unit for leaks and security		0	0	0		45. Complete overhaul of engine or replace with factory rebuilt (See Note 5)					
7. Inspect oil lines and fittings for leaks, security, chafing, dents and cracks (See Note 7)		0	0	0		46. Reinstall engine cowl					
8. Clean and inspect oil radiator cooling fins for damage		0	0	0		C. CABIN GROUP					
9. Remove and flush oil radiator			0	0		NOTE: (See Note 13 before beginning this inspection group.)					
10. Fill engine with oil per lubrication chart	0	0	0	0		1. Inspect cabin entrance, doors, latches and windows for damage and operation					
11. Clean engine		0	0	0		2. Inspect all plexiglas for cracks					
12. Inspect condition of spark plugs (Clean and adjust gap as required, adjust per Lycoming Service Instruction No. 1042) (See Note 8)		0	0	0		3. Inspect upholstery for tears					
13. Inspect ignition harness and insulators (High tension leakage and continuity)		0	0	0		4. Inspect seats, seat belts, security brackets and bolts					
14. Check magneto points for proper clearance - Maintain clearance at 0.018 +/- 0.006		0	0	0		5. Inspect trim operation and adjustment					
15. Inspect magneto for oil seal leakage		0	0	0		6. Inspect operation of rudder pedals					
16. Inspect breaker felts for proper lubrication		0	0	0		7. Inspect control yoke, chain, pulleys and cables (See Note 14)					
17. Inspect distributor block for cracks, burned areas or corrosion, and height of contact springs		0	0	0		8. Inspect flap lever for operation, adjustment and safety					
18. Check magnetos to engine timing		0	0	0		9. Inspect controls for ease of operation					
19. Overhaul or replace magnetos (See Note 5)				0		10. Inspect battery, box and cables (Check at least every 30 days. Flush box as required and fill battery per instructions on box)					
20. Check valve clearance at 0.010 on 0-290-D engine only (Adjust per Lycoming Service Instruction No. 1068A)		0	0	0		11. Check landing, navigation, cabin and instrument					
21. Remove air filter and clean (Refer to Owner's Handbook) (Replace as required)	0	0	0	0		12. Inspect fuse box for burned out fuses					
22. Drain carburetor and clean inlet line fuel strainer		0	0	0		13. Inspect instruments, lines and attachments					
23. Inspect condition of carburetor heat air door and box		0	0	0		14. Inspect gyro operated instruments and electric turn and bank (Overhaul or replace as required)					
24. Inspect intake seals for leaks and clamps for tightness		0	0	0		15. Replace filters on gyro horizon and directional gyro or replace central air filter					
25. Remove, drain and clean fuel filter bowl and screen (Drain and clean at least every 90 days)	0	0	0	0		16. Clean or replace vacuum regulator filter					
						17. Inspect altimeter (Calibrate altimeter system in accordance with FAR 91.170, if appropriate)					
						18. Check operation of fuel selector valve (See Note 10)					

Owner:

Circle Type of Inspection (See Note 2)					Inspector
	50	100	500	1000	
DESCRIPTION	50	100	500	1000	Inspector
C. CABIN GROUP (cont)					
19. Remove, drain and clean right fuel tank filter bowl and screen (Drain and clean at least every 90 days) ..		0	0	0	
20. Inspect condition of heater control and duct		0	0	0	
21. Inspect condition and operation of air vents		0	0	0	
D. FUSELAGE AND EMPENNAGE GROUP					
NOTE: See Note 12 before beginning this inspection group.)					
1. Remove inspection plates and panels.....		0	0	0	
2. Inspect fabric and finish for cracks and deterioration (If condition of fabric is doubtful, refer to FAA AC43.13-1A. Use strip test method)		0	0	0	
3. Inspect fuselage fabric in area of windshield top attachment channel		0	0	0	
4. Inspect electronic installations for security		0	0	0	
5. Inspect antenna mounts and electric wiring for damaged insulation and security		0	0	0	
6. Inspect E.L.T. installation and condition of battery and antenna (See Piper S/L No. 820).....		0	0	0	
7. Inspect rotating beacon for security and operation		0	0	0	
8. Inspect fuel lines for security and damage		0	0	0	
9. Inspect rudder, elevator and stabilizer trim cables, turnbuckles, guides and pulleys for safety, damage, corrosion and operation (See Note 14).....		0	0	0	
10. Inspect fuselage longerons and stringers for damage		0	0	0	
11. Inspect rudder, stabilizer and elevator structures for damage		0	0	0	
12. Inspect rudder attachments and horn for damage		0	0	0	
13. Inspect rudder hinge pins and bushings for excess wear and corrosion (Replace pins and/or bushings as required)		0	0	0	
14. Inspect stabilizer yoke and screw for end play and security		0	0	0	
15. Inspect stabilizer attachments and attachment tube for side play		0	0	0	
16. Inspect stabilizer brace wires for corrosion, tightness and safety.....		0	0	0	
17. Inspect elevator attachment and horn for damage		0	0	0	
18. Inspect elevator hinge pins and bushings for excess wear and corrosion (Replace pins and/or bushings as required)		0	0	0	
19. Lubricate per lubrication chart		0	0	0	
20. Reinstall inspection plates and panels		0	0	0	
E. WING GROUP					
NOTE: (See Note 12 before beginning this inspection group.)					
1. Remove inspection plates and fairings		0	0	0	
2. Inspect fabric and finish for cracks and deterioration (If condition of fabric is doubtful, refer to FAA AC43.13-1 A. Use strip test method)		0	0	0	
3. Inspect fuel tanks and lines for damage, leaks and water, and seals for deteriorations and caps for proper vent holes per Piper Service Bulletin No. 543		0	0	0	
4. Fuel tanks marked for capacity		0	0	0	
5. Fuel tanks marked for minimum octane rating		0	0	0	
6. Inspect aileron and flap cables, turnbuckles, guides and pulleys for safety, damage, corrosion and operation (See Note 14).....		0	0	0	
7. Inspect wing attachment bolts for security		0	0	0	
8. Inspect lift and jury struts for security (Refer to Piper Service Bulletin 528.) (Ensure No Step per AD 80-22-15.)		0	0	0	

Perform all inspections or operations at each of the inspection intervals as indicated by a circle (0)					Inspector
	50	100	500	1000	
DESCRIPTION	50	100	500	1000	Inspector
9. Inspect lift strut forks for damage (Refer to AD80-22-15 for inspection and replacement.)		0	0	0	
10. Inspect aileron, flap and wing structure for damage		0	0	0	
11. Inspect aileron attachments and brackets for tightness and damage		0	0	0	
12. Inspect aileron hinge pins and blocks for excess wear and corrosion (Replace pins and blocks as required)		0	0	0	
13. Inspect flap attachments and brackets for tightness and damage		0	0	0	
14. Inspect flap bellcrank, control rod, and pins and blocks for excess wear and corrosion (Replace pins and blocks as required)		0	0	0	
15. Lubricate per lubrication chart		0	0	0	
16. Reinstall inspection plates and fairings		0	0	0	
F. LANDING GEAR GROUP					
1. Remove fairings		0	0	0	
2. Inspect fabric and finish for cracks and deterioration ..		0	0	0	
3. Inspect ear and shock strut bolts and nuts for safety ..	0	0	0	0	
4. Hoist airplane, check gear and shock strut bolts and bushings for excess wear and corrosion (Replace bolts and/or bushings as required).....		0	0	0	
5. Inspect shock cords for broken threads and weakness, and shock struts for weakness (Replace cords and/or shock struts as necessary)		0	0	0	
6. Inspect main wheel alignment (0 Toe in - Toe out)			0	0	
7. Inspect nose ear alignment, steering control and travel		0	0	0	
8. Inspect shimmy dampener for alignment and operation		0	0	0	
9. Inspect nose gear oleo strut for proper extension 3.5 in.) (Check for proper fluid as required)	0	0	0	0	
10. Inspect nose gear oleo strut for fluid leaks and scoring		0	0	0	
11. Inspect nose gear struts, attachments, torque links, and bolts and bushings for condition and security		0	0	0	
12. Inspect condition of torque link and steering horn bolts and bushings (Replace as required).		0	0	0	
13. Inspect tires for cuts, uneven or excessive wear and slippage.....		0	0	0	
14. Remove wheels, clean, and repack bearings per lubrication chart		0	0	0	
15. Inspect wheels for cracks, corrosion and broken bolts ..		0	0	0	
16. Check tire pressure (Nose - 15 psi/Main - 22 psi)	0	0	0	0	
17. Inspect brake lining and disc for excessive wear.		0	0	0	
18. Inspect brake lines for chafing and security		0	0	0	
19. Inspect brake cylinders, and parking valve for operation and leaks (Check fluid level as required)	0	0	0	0	
20. Inspect tail wheel attachments for tightness and safety. (PA-20).....		0	0	0	
21. Inspect tail wheel for looseness on bracket		0	0	0	
22. Inspect tail heel for cuts and uneven or excessive wear (PA-20)		0	0	0	
23. Remove tail wheel, clean, inspect, and repack bearings (PA-20)		0	0	0	
24. Inspect tail wheel for cracks, corrosion and broken bolts. (PA-20)		0	0	0	
25. Inspect tail wheel tire pressure if applicable (30 PST) (PA-20).....		0	0	0	
26. Lubricate per lubrication chart.....	0	0	0	0	
27. Reinstall fairings	0	0	0	0	

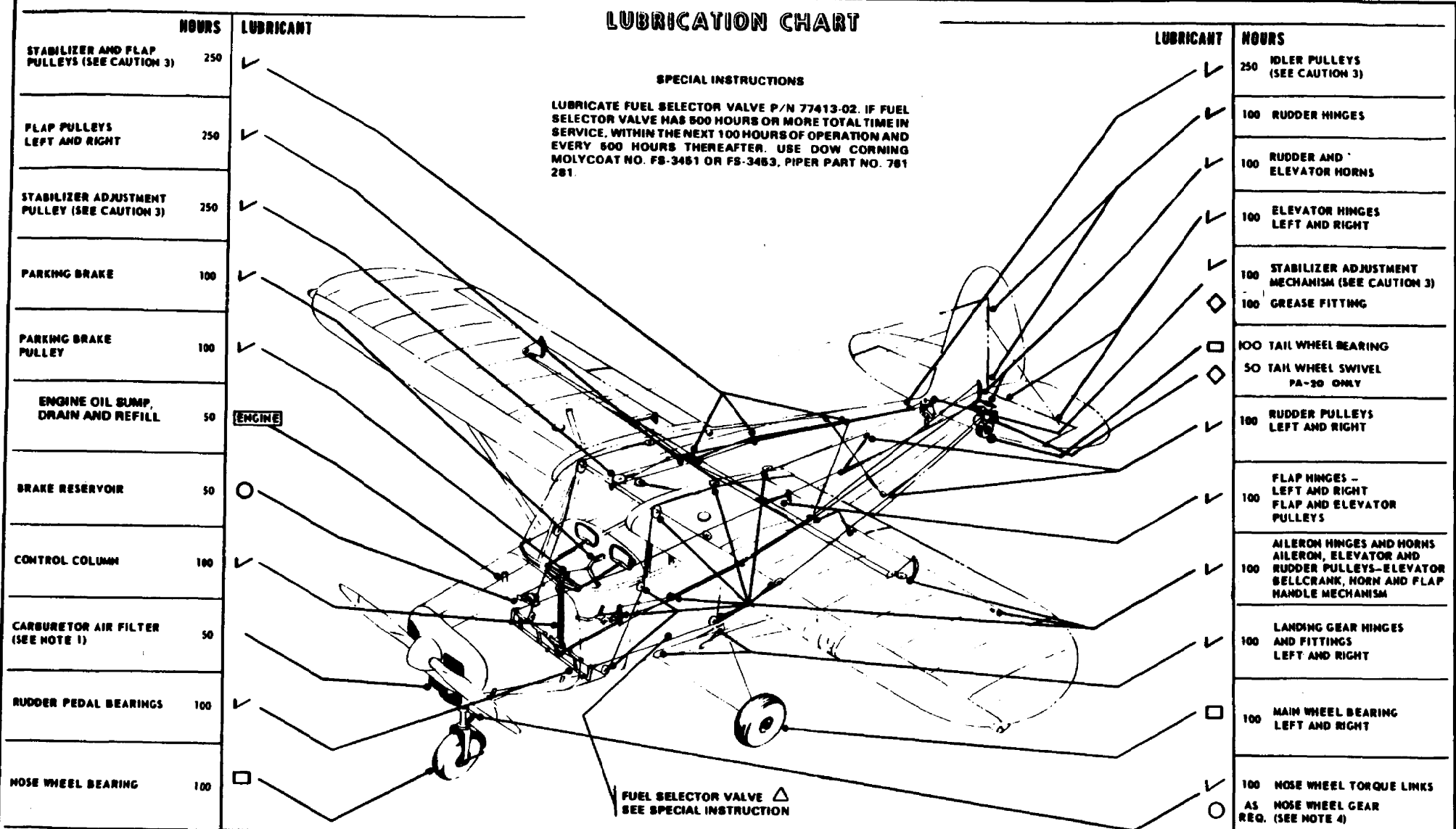
Circle Type of Inspection (See Note 2)					Inspector	Perform all inspections or operations at each of the inspection intervals as indicated by a circle (0)					Inspector	
50	100	500	1000	Annual		DESCRIPTION						
G. FLOAT GROUP												
H. OPERATIONAL INSPECTION												
I. GENERAL												

NOTES:

1. Refer to the last card of the Piper Parts Price List - Aerofiche, for a checklist of current revision dates to Piper Inspection Reports and Manuals.
2. All inspections or operations are required at each of the inspection intervals as marked by a (0). Both the annual and 100 hour inspections are complete inspections of the airplane, identical in scope, while both the 500 and 1000 hour inspections are extensions of the annual or 100 hour inspection, which require a more detailed examination of the airplane, and overhaul or replacement of some major components. Inspections must be accomplished by persons authorized by the FAA.
3. Piper Service Bulletins are of special importance and Piper considers compliance mandatory.
4. Piper Service Letters are product improvements and service hints pertaining to servicing the airplane and should be given careful attention.
5. Replace or overhaul as required or at engine overhaul. (For engine overhaul, refer to the latest revision of Lycoming Service Letter L-201.
6. It is recommended that all engine mount rubber bushings be replaced every 500 hours.
7. Replace flexible oil lines at Engine T.B.O per Lycoming S/B 240J.
8. When using 3 other than 80/87 octane rating fuel, refer to Lycoming Service Letter No. L185A for additional information and service procedures.
9. Intervals between oil changes can be increased as much as 100% on engines equipped with full flow cartridge type oil filters, provided the 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. L185A for additional information and recommended service procedures
10. Refer to latest revision of Piper Service Bulletin No. 354 and see Special Instruction on Lubrication Chart.
11. The recommended flight time between reconditioning of Sensenich fixed-pitch metal propellers is 1000 hours, provided the propeller has not received prior damage requiring immediate attention. Reconditioning accomplishes the removal of fatigued surface metal and accumulated small nicks too numerous to repair individually. Contact a Sensenich factory approved repair station. (Refer to latest Sensenich Service Letter No. 80-1.)
12. Refer to Piper Service Bulletin 819.
13. Refer to Piper Service Bulletin 157D.
14. Examine cables for broken strands by wiping the cable with a cloth along the length of the cable. Visually inspect the cable thoroughly for damage not detected by the cloth. Replace damaged cables. Refer to Advisory Circular 43.13-1A, Paragraph 198.

Signature of Mechanic or Inspector	Certificate No.:	Date	Total Time On Airplane:
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LUBRICATION CHART



	HOURS	LUBRICANT
STABILIZER AND FLAP PULLEYS (SEE CAUTION 3)	250	✓
FLAP PULLEYS LEFT AND RIGHT	250	✓
STABILIZER ADJUSTMENT PULLEY (SEE CAUTION 3)	250	✓
PARKING BRAKE	100	✓
PARKING BRAKE PULLEY	100	✓
ENGINE OIL SLUMP, DRAIN AND REFILL	50	ENGINE
BRAKE RESERVOIR	50	○
CONTROL COLUMN	100	✓
CARBURETOR AIR FILTER (SEE NOTE 1)	50	
RUDDER PEDAL BEARINGS	100	✓
NOSE WHEEL BEARING	100	□

LUBRICANT	HOURS
✓	250 IDLER PULLEYS (SEE CAUTION 3)
✓	100 RUDDER HINGES
✓	100 RUDDER AND ELEVATOR HORNS
✓	100 ELEVATOR HINGES LEFT AND RIGHT
✓	100 STABILIZER ADJUSTMENT MECHANISM (SEE CAUTION 3)
◇	100 GREASE FITTING
◇	100 TAIL WHEEL BEARING
◇	50 TAIL WHEEL SWIVEL PA-30 ONLY
✓	100 RUDDER PULLEYS LEFT AND RIGHT
✓	100 FLAP HINGES - LEFT AND RIGHT FLAP AND ELEVATOR PULLEYS
✓	100 ALERON HINGES AND HORNS AILERON, ELEVATOR AND RUDDER PULLEYS-ELEVATOR BELLCRANK, HORN AND FLAP HANDLE MECHANISM
✓	100 LANDING GEAR HINGES AND FITTINGS LEFT AND RIGHT
□	100 MAIN WHEEL BEARING LEFT AND RIGHT
✓	100 NOSE WHEEL TORQUE LINKS AS NOSE WHEEL GEAR REQ. (SEE NOTE 4)

SPECIAL INSTRUCTIONS

LUBRICATE FUEL SELECTOR VALVE P/N 77413-02. IF FUEL SELECTOR VALVE HAS 800 HOURS OR MORE TOTAL TIME IN SERVICE, WITHIN THE NEXT 100 HOURS OF OPERATION AND EVERY 500 HOURS THEREAFTER, USE DOW CORNING MOLYCOAT NO. FS-3451 OR FS-3453, PIPER PART NO. 781 281.

FUEL SELECTOR VALVE △
SEE SPECIAL INSTRUCTION

NOTES

- CARBURETOR AIR FILTER - CLEAN PER MANUFACTURER'S INSTRUCTIONS ON FILTER BOX OR INSTRUCTIONS IN OWNER'S HANDBOOK. (UNDER ABNORMAL CONDITIONS, FILTER REQUIRES CLEANING MORE FREQUENTLY. REPLACE AS REQUIRED.)
- LUBRICATION POINTS - WIPE ALL LUBRICATION POINTS CLEAN OF OLD GREASE, OIL, DIRT, ETC. BEFORE RELUBRICATING.
- WHEEL BEARING REQUIRES CLEANING AND REPACKING AFTER EXPOSURE TO AN ABNORMAL QUANTITY OF WATER
- NOSE WHEEL GEAR - FOLLOW INSTRUCTION PLACARD ON MOUNT OR INSTRUCTIONS IN OWNER'S HANDBOOK.

LEGEND

- ◇ MIL-G-23827 GREASE, AIRCRAFT AND INSTRUMENT, GEAR AND ACTUATOR SCREW
- ✓ MIL-L-7870 OIL - GENERAL PURPOSE LOW TEMP. LUBRICATION
- MIL-L-3645 GREASE - LUBRICATION HIGH TEMPERATURE
- MIL-H-5606 HYDRAULIC FLUID (RED)
- △ FS-3452 MOLYCOAT

ENGINE

SAE 80 ABOVE 80°F AIR TEMP.
SAE 40 BETWEEN 30°F AND 80°F AIR TEMP.
SAE 30 BETWEEN 0°F AND 70°F AIR TEMP.
SAE 20 BELOW 10°F AIR TEMP.

SEE LYCOMING SERVICE INSTRUCTIONS NO. 1014 FOR USE OF DETERGENT OIL.

CAUTIONS

- DO NOT USE A HYDRAULIC FLUID WITH A CASTER OIL OR ESTER BASE.
- DO NOT APPLY LUBRICANT TO RUBBER PARTS.
- TRIM CABLES - UNDER NO CIRCUMSTANCES SHOULD THE TRIM CABLES FROM THE COCKPIT TO THE REAR OF THE FUSELAGE BE LUBRICATED. (TO PREVENT SLIPPAGE)
- CONTROL CABLES - WIPE CLEAN AT REGULAR INTERVALS BUT DO NOT LUBRICATE. UNDER SALT WATER CONDITIONS OCCASIONAL LUBRICATION WITH MIL-L-7870 IS RECOMMENDED.