

[illegible]

**0.2 LIST OF EFFECTIVE PAGES**

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### **3.4 Inter-flight inspection**

Inter-flight inspection is a visual check of aeroplane for deformations, surface damages, fuel and oil system leaks, propeller damages, released locks, covers and cowlings etc.

The found damages and failures should be repaired immediately if aeroplane airworthiness is affected or when impossible the aeroplane should be put out of operation.

### **3.5 Post-flight inspection**

Post-flight inspection is performed in the end of each flight day; the post-flight inspection events are the same as the preflight ones. Failures, damages and malfunctions should be recorded and repaired immediately, if possible by a qualified staff. It is useful to clean and/or wash the aeroplane surface. Check also fuel and oil consumption if are in normal range. Lastly record hours flown and other data in appropriate documentation of an aeroplane (engine, propeller ).

### **3.6 Periodical inspections**

#### **3.6.1 Periodical inspections intervals**

Periods of overall checks and contingent maintenance depends on the condition of the operation and on overall condition of the aeroplane. The producer recommends to accomplish maintenance checks and periodic inspections in the following periods, at least:

- 1) after the first  $25 \pm 2$  flight hours
- 2) after the first  $50 \pm 3$  flight hours
- 3) after every  $100 \pm 5$  flight hours

Refer to the Operator's Manual for all versions of ROTAX 912 engine and the Operator's Manual for electric adjustable aircraft propeller SR 2000 D.

#### **3.6.2 Periodical inspections Sign off sheets**

The following Periodical inspections Sign off sheets are intended for copying and serve as the Maintenance Record. There is also recommended to register small repairs, damages and their remedy or replacement of parts. Some parts of the aeroplane ( engine, landing gear and propeller etc. ) may have special time limits – refer to appropriate manuals.