TABLE III-I. INSPECTION REPORT

Refer to Notes 1, 2, 3, and 4 before performing the following inspections.

NATURE OF INSPECTION	Inspection Interval (Hrs) L	R	50	100
A. PROPELLER GROUP				
WARNING: USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCH(S) ARE OFF (GROUNDED). IF MAGNETO(S) ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE.				
1. Inspect spinner and back plate for cracks, dents, missing screws, and security	O	O	O	O
2. Inspect blades for nicks and cracks	O	O	O	O
3. Inspect for grease and oil leaks	O	O	O	O
4. Lubricate propeller per Lubrication Chart, Section II	O	O		O
5. Inspect spinner mounting brackets for cracks and security	O	O		O
6. Inspect propeller mounting bolts for condition and security. If safety is broken, re-torque and safety	O	O		O
7. Inspect hub parts for cracks and corrosion	O	O		O
8. Inspect pitch actuating arms and bolts	O	O		O
9. Rotate blades and check for tightness in hub pilot tube. (See Note 14.)	O	O		O
10. Inspect complete propeller and spinner assembly for security, chafing, cracks, deterioration, wear, and correct installation	O	O		O
11. Check propeller air pressure	O	O		O
12. If installed, inspect condition of propeller deicer system	O	O		O
B. ENGINE GROUP				
WARNING: IF MAGNETO(S) ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE. USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCH(S) ARE OFF (GROUNDED).				
NOTE: Read Note 5 prior to completing this group.				
1. Remove engine cowling and inspect for internal and external damage	O	O	O	O
2. Clean and inspect cowling for cracks, distortion, and loose or missing fasteners	O	O		O
3. Drain oil sump. (See Note 8.)	O	O	O	O
4. Clean suction oil strainer at oil change; inspect strainer for foreign particles	O	O	O	O

TABLE III-I. INSPECTION REPORT (cont.)

NATURE OF INSPECTION	Inspection Interval (Hrs) L	R	50	100
B. ENGINE GROUP (CONT.)				
5. Clean pressure oil strainer or change full flow, cartridge type, oil filter element; inspect strainer or element for foreign particles	O	O	O	O
6. Inspect oil temperature sender unit for leaks and security	O	O		O
7. Inspect oil lines and fittings for leaks, security, chafing, dents, and cracks	O	O	O	O
8. Clean and inspect oil radiator cooling fins	O	O		O
9. Fill engine with oil per information on cowling or in Lubrication Chart, Section II	O	O	O	O
CAUTION: USE CAUTION NOT TO CONTAMINATE VACUUM PUMP WITH CLEANING FLUID. (SEE LATEST REVISION OF LYCOMING SERVICE INSTRUCTION NO. 1221.)				
10. Clean engine as required with approved solvents	O	O		O
11. Inspect wiring to engine and accessories. Replace damaged wires and clamps. Inspect terminals for security and cleanliness	O	O		O
12. Inspect condition of spark plugs. Clean and adjust gap as required; adjust per latest revision of Lycoming Service Instruction No. 1042	O	O		O
NOTE: If fouling of spark plugs is apparent, rotate bottom plugs to upper plugs.				
13. Inspect spark plug cable leads and ceramics for corrosion and deposits	O	O	O	O
14. Check cylinder compression. (See latest revision of AC 43.13-1.)	O	O		O
15. Inspect cylinders for cracked or broken fins. (See Note 7.)	O	O		O
16. Inspect rocker box covers for evidence of oil leaks. If found, replace gasket; torque cover screws 50 inch-pounds.	O	O	O	O
17. Inspect ignition harness and insulators for security of mounting, tight connections, high tension leakage and continuity	O	O		O
18. Inspect magnetos and set timing to engine. (See Note 30)	O	O		O
19. Remove air filter and clean per Paragraph 2-67. Replace as required.	O	O	O	O

TABLE III-I. INSPECTION REPORT (cont.)

NATURE OF INSPECTION	Inspection Interval (Hrs) L	R	50	100
B. ENGINE GROUP (CONT.)				
20. Inspect air induction system for leaks, security and damage. Repair or replace as required.	O	O	O	O
21. Inspect condition and operation of carburetor heat or alternate air door and box	O	O	O	O
22. Inspect all induction air and alternate heat ducts for condition and security	O	O		O
23. Drain carburetor, remove and clean inlet line fuel strainer or clean fuel injector inlet line strainer. (Clean injector nozzles as required.) (Clean with acetone only.)	O	O	O	O
24. Inspect intake seals for leaks and clamps for tightness	O	O		O
25. Inspect primer lines for leaks and security of mounting	O	O	O	O
26. Inspect condition of flexible fuel lines	O	O		O
27. Inspect fuel system for leaks (See Note 31.)	O	O		O
28. Inspect engine-driven and electric fuel pumps for condition and operation. Replace as required	O	O	O	O
29. Clean screens in electric fuel pumps (plunger type pump)	O	O	O	O
30. Replace hydraulic filter element. (Inspect filter element for contamination.)	O	O		O
31. Inspect hydraulic pump and gasket for leaks. (See Note 6.)	O	O		O
32. Inspect vacuum pumps, oil separators, and lines for security and condition. (See Note 27 and 28.)	O	O		O
33. Inspect all engine and propeller controls for travel, and operating condition. (See Note 19.)	O	O		O
34. Inspect exhaust system per Exhaust System 100 Hour Inspection. (See Special Inspections, Procedures.)	O	O	O	O
35. Inspect breather tube for obstructions and security	O	O		O
36. Inspect crankcase for cracks, leaks, and security of seam bolts	O	O		O
37. Inspect engine mounts for security and condition	O	O		O
38. Inspect all engine baffles for cracks	O	O		O
39. Inspect rubber engine mounts for deterioration. (Replace as required.) (See Note 16.)	O	O		O
40. Inspect firewall for cracks	O	O		O
41. Inspect condition of firewall seals	O	O		O

TABLE III-I. INSPECTION REPORT (cont.)

NATURE OF INSPECTION	Inspection Interval (Hrs) L	R	50	100
B. ENGINE GROUP (CONT.)				
42. Inspect condition of generator or alternator and starter	O	O		O
43. Inspect security of generator or alternator and starter mounting	O	O		O
44. Inspect condition and tension of generator or alternator drive belt. (See Paragraph 11-102.)	O	O	O	O
45. Replace vacuum regulator filter element	O	O		O
46. Inspect and lubricate all engine controls per Lubrication Chart, Section II. (DO NOT lubricate teflon liners of control cables.)	O	O		O
47. Inspect cowl flap torque tube for axial play (min 0.005 - max 0.012)	O	O		O
48. Inspect cowl flap doors for cracks, loose rivets, defective hinges, missing stop screws, and control rods for loose connections	O	O		O
49. With cowl installed, check cowl flap rigging. (See Paragraph 8-16, 8A-14, or 8B-12, as appropriate.)	O	O		O
50. Install engine cowling	O	O	O	O
C. TURBOCHARGER GROUP				
1. Change turbo oil. (See Note 11.)	O	O	O	O
2. Clean oil filter elements. (See Note 8.)	O	O	O	O
3. Visually inspect system for oil leaks, exhaust system leaks and general condition	O	O	O	O
4. Inspect the compressor wheel for nicks, cracks or broken blades	O	O		O
5. Inspect for excess bearing drag or wheel rubbing against housing	O	O	O	O
6. Inspect turbine wheel for broken blades or signs of rubbing	O	O		O
7. Check rigging of alternate air control	O	O		O
8. Inspect oil inlet and outlet ports in center housing for leaks	O	O		O
9. Inspect turbine heat blanket for condition and security	O`	O		O
10. Inspect linkage between bypass valve and actuator	O	O		O
11. Inspect induction and exhaust components for worn or damaged areas, loose clamps, cracks and leaks. (See Note 15; and V-Band Coupling 100 Hour Inspection in Section VIIIA or VIIIB, as appropriate.)	O	O		O
12. Inspect fuel injection nozzle pressure reference manifold for deteriorated hose, loose connections, leaks or obstructions	O	O		O
13. Inspect fluid power lines leaks and security	O	O		O
14. Inspect for oil leakage from controller	O	O		O
15. Inspect rigging and action of transfer valve	O	O		O
16. Inspect all mounting brackets for tightness, damage or visible cracks	O	O		O
17. Reinstall engine cowling	O	O	O	O

TABLE III-I. INSPECTION REPORT (cont.)

NATURE OF INSPECTION	Inspection Interval (Hrs) 50	100
D. CABIN AND COCKPIT GROUP		
1. Inspect cabin door, latches, and hinges, and windows, and baggage compartment doors, latches, and hinges for damage, operation, and security		O
2. Inspect windows for scratches, crazing, and condition		O
3. Check operation of emergency exit window		O
4. Check window and door seals for deterioration, cracks, and voids		O
5. Inspect upholstery for tears		O
6. Inspect seats and attaching brackets and hardware for condition, security, and operation		O
7. Inspect seat belts and shoulder harnesses per Restraint System Inspection. (See Special Inspections, Procedures.)		O
8. Inspect trim operation		O
9. Inspect condition and operation of rudder pedals and rudder bar assembly		O
10. Inspect parking brake valve and brake handle for operation and cylinder leaks		O
11. Check operation of parking brake		O
12. Inspect condition and security of control wheels, column, pulleys, cables, turnbuckles, guides, terminals, and fittings, and in S/N's 27-8054001 and up, bobweight installations. (See Note 9.)		O
13. Inspect flap lever to control cable attachment bolt for condition and security. (See Note 9.)		O
14. Check operation of landing, navigation, strobe, cabin, and instrument lights	O	O
15. Inspect condition and security of instruments, avionics, lines, and attachments		O
16. If installed, inspect individual vacuum driven instruments air filter pads.		O
17. Inspect vacuum and gyro operated instruments and electric turn and bank. (Overhaul or replace as required.)		O
18. If installed, replace vacuum regulator filter element		O
19. Inspect static system, altimeter and transponder for installation/certification per latest revision of AC43.13-1 and current test/inspection per FAR's 91.411 and 91.413, respectively		O
20. Inspect and test ELT per FAR 91.207. (See Testing ELT, Paragraph 12-7.)		O
21. Inspect operation of fuel selector valve		O
22. Inspect fuel selector valve control cables for rigging and adjustment, unrestricted motion of cables, cable ends, and valve actuator levers. (See Note 20.)		O
23. Drain crossfeed line	O	O
24. Check operation of crossfeed valve		O
25. Check operation of heater fuel valve		O

TABLE III-I. INSPECTION REPORT (cont.)

NATURE OF INSPECTION	Inspection Interval (Hrs) 50	100
D. CABIN AND COCKPIT GROUP (CONT.)		
26. Check operation of cowl flaps		O
27. Inspect condition of heater controls and ducts		O
28. Inspect condition and operation of air vents		O
29. Inspect oxygen outlets for defects and corrosion		O
30. Inspect oxygen system operation and components		O
31. If installed, inspect portable fire extinguisher minimum weight as specified on nameplate		O
E. FUSELAGE AND EMPENNAGE GROUP		
1. Remove inspection panels and plates		O
2. Inspect forward baggage door, latch, and hinge for damage, operation and security (See Note 32.)	O	O
3. Check fluid in brake reservoir. (Fill as required.)		O
4. Inspect electronic installations for security and operation		O
5. Inspect fuselage cabin entrance step attachments to fuselage frame for condition, security, etc. (See Note 25.)		O
6. Inspect skins, bulkheads, frames, and stringers for damage, irregularities, or structural defects (i.e. - skin cracks, distortion, dents, corrosion, and loose or missing rivets		O
7. Inspect antenna mounts and electric wiring for damage and security		O
8. If installed, inspect heater for fuel or fume leaks		O
9. If installed, inspect manual heater fuel shutoff valve for fuel leaks and capnut safety		O
10. If installed, inspect heater fuel regulator and shutoff valve for leakage. (See 100 Hour Inspection, Paragraph 13-94A.)		O
11. If installed, drain and clean heater gascolator bowl per Paragraph 13-133		O
12. Inspect fuel lines, valves, and gauges for damage and operation		O
13. Inspect security of all lines		O
14. Inspect hydraulic power pack and lines for damage, leaks and proper fluid level		O
15. Inspect flap torque tube, bearing supports, brackets and hydraulic actuator and bellcrank for security, loose rivets, cracks, and leaks. (See Notes 24 and 26.)		O
16. Inspect CO_2 system for fluid in lines and safeties on CO_2 bottle		O
17. Inspect vertical fin for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; and attachment points for missing or worn hardware		O
18. Inspect vertical fin attachments for security		O

TABLE III-I. INSPECTION REPORT (cont.)

NATURE OF INSPECTION	Inspection Interval (Hrs) 50	100
E. FUSELAGE AND EMPENNAGE GROUP (CONT.)		
19. Inspect rudder and tab for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware		O
20. Inspect rudder and tab horns and attachments for damage, security, and operation.....		O
21. Inspect rudder control stops to ensure stops have not loosened and locknuts are tight.....		O
22. Inspect rudder hinge bolts for excess wear. Replace as required.....		O
23. Inspect rudder trim mechanism.....		O
24. Inspect stabilator and tab for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware. (See Note 22.)		O
25. Inspect stabilator bearing and horns for damage and operation.....		O
26. Inspect stabilator tab horn and attachments for damage, security, and operation..		O
27. Inspect stabilator tip balance weight arms for cracks. (See Notes 21.)		O
28. Inspect stabilator control stops to ensure stops are not loose. Ensure bolts and locknuts are tight.....		O
29. Inspect stabilator trim mechanism and control rod end bearing for safety, damage, and operation.....		O
30. Inspect aileron, rudder, stabilator, and stabilator trim cables, and cable terminals, turnbuckles, guides, fittings and pulleys for safety, condition, and operation. (See Note 9.)		O
31. Inspect rudder, stabilator, and stabilator trim cable tensions per Table V-I. Use a tensiometer.....		O
32. Inspect stabilator and rudder control cable attachments per Stabilator and Rudder Control Cable Attachment Inspection. (See Special Inspections, Procedures.).....		O
33. Lubricate per Lubrication Chart, Section II.....	O	O
34. Inspect anti-collision light for security and operation	O	O
35. If installed, inspect condition and security of Autopilot bridle cable clamps. (See Note 17.)		O
36. If installed, inspect condition of pneumatic deicers.....		O
37. Inspect all controls, air ducts, electrical leads, harnesses, lines, radio antenna leads, and attaching parts for security, routing, chafing deterioration, wear, and correct installation		O

TABLE III-I. INSPECTION REPORT (cont.)

NATURE OF INSPECTION	Inspection Interval (Hrs) 50	100
E. FUSELAGE AND EMPENNAGE GROUP (CONT.)		
38. Inspect ELT battery for condition/date per FAR 91.207		O
39. Inspect ELT installation and antenna for condition and security. Replace antenna if bent or damaged		O
40. Install inspection plates and panels		O
F. WING GROUP		
1. Remove inspection plates and fairings		O
2. Inspect wing surfaces and tips for damage, loose rivets, and condition of walkway and step		O
3. Inspect ailerons for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware		O
4. Inspect aileron attachments for damage, security, and operation		O
5. Inspect aileron hinge bolts for condition and security. Replace as required.		O
6. Inspect aileron control stops to ensure stops have not loosened and locknuts are tight		O
7. Inspect aileron cables, cable terminals, turnbuckles, fittings, guides, pulleys, and bellcranks for safety, condition, and operation. (See Note 9.)		O
8. Inspect aileron cable tension per Table V-I. Use a tensiometer.		O
9. Inspect aileron balance weight and arm for security and operation		O
10. Inspect pitot tube for damage and condition		O
CAUTION: SEVERE BURNS CAN RESULT FROM COMING IN CONTACT WITH A HEATED PITOT TUBE.		
11. Check pitot heat		O
12. Inspect flaps for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware. (See Notes 18 and 29.)		O
13. Inspect flap attachments for damage, security, and operation		O
14. Inspect flap hinge bolts for condition and security. Replace as required.		O

TABLE III-I. INSPECTION REPORT (cont.)

NATURE OF INSPECTION	Inspection Interval (Hrs) 50	100
F. WING GROUP (CONT.)		
15. Lubricate per Lubrication Chart, Section II	O	O
16. Inspect wing attachment bolts and brackets		O
17. Inspect engine mount attaching structure		O
18. Inspect fuel cells and lines for leaks and water	O	O
19. Remove, drain, and clean fuel strainer bowl and screen		O
20. Inspect fuel fillers for minimum octane markings		O
21. Inspect fuel fillers marked for capacity		O
22. Inspect fuel quantity indicator switches for condition, security, and rigging		O
23. Inspect fuel cell vents and vent lines per Fuel Cell Vent 100 Hour Inspection. (See Special Inspections, Procedures.)		O
24. Inspect all controls, air ducts, electrical leads, lines, and attaching parts for security, routing, chafing, deterioration, wear, and correct installation		O
25. If installed, inspect condition of pneumatic deicers		O
26. If installed, inspect security of Autopilot roll servo bridle cable clamps. (See Note 17.)		O
27. Install inspection plates and fairings		O
G. LANDING GEAR GROUP		
1. Check oleo struts for proper extension and evidence of fluid leakage. (See Paragraph 2-52.)	O	O
2. Inspect nose gear steering control and travel		O
3. Inspect wheel alignment		O
4. Put airplane on jacks. (Refer to Section II.)		O
5. Inspect tires for cuts, uneven or excessive wear, and slippage		O
6. Remove wheels, clean, inspect, and repack bearings		O
7. Inspect wheels for cracks, corrosion, and broken bolts. (Refer to Figure 7-22.)		O
8. Check tire pressure per Table II-I	O	O
9. Inspect brake linings and discs for condition and wear.	O	O
10. Inspect brake backing plates for cracks		O
11. Inspect condition of brake and hydraulic lines		O
12. Inspect shimmy dampener operation		O
13. Inspect gear forks for damage		O
14. Inspect gear struts, attachments, torque links, retraction links, and bolts for condition and security		O
15. Inspect downlocks for operation and adjustment		O
16. Inspect gear doors and attachments		O
17. Check warning horn and light for operation		O
18. Retract gear - Inspect operation. (See Note 23.)		O

TABLE III-I. INSPECTION REPORT (cont.)

NATURE OF INSPECTION	Inspection Interval (Hrs) L	R	50	100
G. LANDING GEAR GROUP (CONT)				
19. Retract gear - Inspect doors for clearance and operation				O
20. Inspect anti-retraction system				O
21. In S/N's 27-2505 and up, inspect Emergency Gear Extender Cable for correct rigging per Paragraph 6-129				O
22. Inspect actuating cylinders for leaking and security				O
23. Inspect position indicating switches and electrical leads for security				O
24. Inspect hydraulic lines, electrical leads, and attaching parts for condition and security, (i.e. - routing, chafing, damage, wear, etc.)				O
25. Lubricate per Lubrication Chart, Section II			O	O
26. Remove airplane from jacks				O
H. SPECIAL INSPECTIONS				
See Special Inspections, Requirements, below.				
I. OPERATIONAL INSPECTION				
NOTE: Refer to Note 12 prior to starting engines or taxiing airplane.				
1. Check fuel pump, fuel cell selector and crossfeed operation	O	O	O	O
2. Check fuel quantity, pressure and flow readings	O	O	O	O
3. Check oil pressure and temperatures	O	O	O	O
4. Check generator or alternator output	O	O	O	O
5. Check manifold pressure	O	O	O	O
6. Check operation of carburator heat or alternate air	O	O	O	O
7. Check operation of parking brake			O	O
8. Check vacuum gauge			O	O
9. Check gyros for noise and roughness			O	O
10. Check cabin heater operation			O	O
11. Check magneto switch operation	O	O	O	O
12. Check magneto RPM variation	O	O	O	O
13. Check throttle and mixture operation	O	O	O	O
14. Check propeller smoothness	O	O	O	O
15. Check propeller governor action	O	O	O	O
16. Check engine idle	O	O	O	O
17. Check electronic equipment operation			O	O
18. If installed, check operation of Autopilot, including automatic pitch trim, and manual electric trim. (See Note 13.)			O	O
19. If installed, check operation of pneumatic deicer system			O	O

TABLE III-I. INSPECTION REPORT (cont.)

NATURE OF INSPECTION	Inspection Interval (Hrs) 50	100
J. GENERAL		
1. Aircraft conforms to FAA Specifications	O	O
2. Latest revision of applicable FAA Airworthiness Directives complied with	O	O
3. Current and correct Pilot's Operating Handbook or Airplane Flight Manual is in the airplane	O	O
4. Appropriate entries made in the Aircraft and Engine Log books	O	O
5. Registration Certificate is in the aircraft and properly displayed	O	O
6. Aircraft Equipment List, Weight and Balance and FAA Form(s) 337 (if applicable) are in the aircraft and in proper order	O	O
7. Operational inspection and run-up completed	O	O
8. Aircraft cleaned and lubricated after wash (as required)	O	O
K. NOTES		

1. Refer to Piper's Customer Service Information File P/N 1753-755 for latest revision dates to Piper Inspection Reports/Manuals and this Service manual. References to Section are to the appropriate Section in this manual.

   WARNING: INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) FOR ALL NON-PIPER APPROVED STC INSTALLATIONS ARE NOT INCLUDED IN THIS MANUAL. WHEN A NON-PIPER APPROVED STC INSTALLATION IS INCORPORATED ON THE AIRPLANE, THOSE PORTIONS OF THE AIRPLANE AFFECTED BY THE INSTALLATION MUST BE INSPECTED IN ACCORDANCE WITH THE ICA PUBLISHED BY THE OWNER OF THE STC. SINCE NON-PIPER APPROVED STC INSTALLATIONS MAY CHANGE SYSTEMS INTERFACE, OPERATING CHARACTERISTICS AND COMPONENT LOADS OR STRESSES ON ADJACENT STRUCTURES, THE PIPER PROVIDED ICA MAY NOT BE VALID FOR AIRPLANES SO MODIFIED.

2. Inspections or operations are to be performed as indicated by a "O" at the 50 or 100 hour inspection interval. Inspections or operations (i.e. - component overhauls/replacements, etc.) required outside the 100 hour cycle are listed as special inspections in paragraph 8, below. Inspections must be accomplished by persons authorized by the FAA.

   (a) The 50 hour inspection accomplishes preventive maintenance, lubrication and servicing as well as inspecting critical components.

   (b) The 100 hour inspection is a complete inspection of the airplane, identical to an annual inspection.

   NOTE: A log book entry should be made upon completion of any inspections.

TABLE III-I. INSPECTION REPORT (cont.)

K. NOTES (CONT.)

3. Piper Service Bulletins are of special importance and Piper considers compliance mandatory. In all cases, see Service Bulletin/Service Letter Index P/N 762-332 to verify latest revision. See also Table III-II.
4. Piper Service Letters are product improvements and service hints pertaining to servicing the airplane and should be given careful attention.
5. Inspections given for the power plant are based on the engine manufacturer's operator's manual (Lycoming Part No. 60927-10 or 60297-23, as appropriate) for these airplanes. Any changes issued to the engine manufacturer's operator's manual shall supersede or supplement the inspections outlined in this report. Should fuel other than the specified octane rating for the power plant be used, refer to the latest revision of Lycoming Service Letter No. L185 for additional information and recommended service procedures.
6. Overhaul as required and at engine overhaul.
7. Check cylinders for evidence of excessive heat 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 airplane 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 a while. This condition is neither harmful nor detrimental to engine performance and operation. If it can be proven that leakage exceeds these conditions, the cylinder must be replaced.
8. Refer to latest revision of Lycoming Service Bulletin No. 480.
9. Examine cables for broken strands by wiping them with a cloth for their entire length. Visually inspect the cable thoroughly for damage not detected by the cloth. Replace any damaged or frayed cables.
   (a) See Control Cable Inspection, in Special Inspections, Procedures, below, or the latest edition of FAA AC 43.13-1.
   (b) At fifteen (15) years time-in-service, begin Cable Fittings 100 Hour Special Inspection (see Special Inspections, Procedures).
10. Not used.
11. Applies only to IO-540-J4A5 engines adapted with AirResearch Turbocharger Unit.
12. Refer to Section 4 of the Pilot's Operating Handbook for preflight and flight check lists.
13. Refer to Airplane Flight Manual or Pilot's Operating Handbook Supplement for preflight and flight check and for intended function in all modes.
14. Does not apply to propellers with spring backup kit installed.
15. For airplanes with turbine housing(s) which have accumulated 700 hours time-in-service or more, see latest revision of Lycoming Service Bulletin No. 347.

TABLE III-I. INSPECTION REPORT (cont.)

K. NOTES (CONT.)

16. Inspect rubber mount for severe cracking, signs of high temperature or burning, separation of rubber from metal surfaces, excessive "sag" or permanent deflection resulting in internal bottoming with spacer, engine and cowl interference, unusual vibration.
17. In PA-23-250 S/N's 27-3457 and up, if installed, inspect Piper AutoControl III, AltiMatic III, AltiMatic IIIB, and AltiMatic IIIB-1 autopilot servo and bridle cable installations per 100 Hour AutoControl III/AltiMatic III Autopilot Inspection (see Special Inspections, Procedures).
18. In PA-23-250 S/N's 27-3154 thru 27-7405330 and 27-3050 only, for those airplanes which have not installed Piper Kits No. 760-861 (right) and 760-817 (left), conduct Outboard Flap Hinge 100 Hour Inspection (see Special Inspections, Procedures).
19. In PA-23-250 S/N's 27-1 thru 27-140 only, for those airplanes which have not installed the improved Engine Controls Support Bracket Assembly, P/N 16975-00, conduct 100 Hour Engine Controls Support Bracket Inspection (see Special Inspections, Procedures).
20. In all PA-23-235's; and PA-23-250 S/N's 27-1 thru 27-7954089 only, inspect fuel selector valve control cable wires per Fuel Selector Control Cable Wire 100 Hour Inspection (see Special Inspections, Procedures,).
21. In PA-23-250 Aztec "F" S/N's 27-7654001 thru 27-7954121 only, inspect stabilator tip tube and weight assemblies per Stabilator Tip Tube and Weight Assembly 100 Hour Inspection (see Special Inspections, Procedures).
22. In PA-23-250 Aztec "F" S/N's 27-7654001 thru 27-7954044 with unmodified stabilator serial numbers 0336-L thru 0340-L and 0401-L thru 0607-L and 0337-R thru 0341-R and 0402-R thru 0609-R only, inspect stabilator lower surface rivets and rib attachment per Stabilator Lower Surface Rivets and Rib Attachment 100 Hour Inspection (see Special Inspections, Procedures).

    NOTE: The stabilator serial number plate is located on the stabilator rear spar.

23. In all PA-23-235's; and PA-23-250 S/N's 27-1 thru 27-7854139 only, for airplanes which have not installed the heavy duty landing gear selector lever P/N 761-213 (i.e. - 28468-002), inspect the landing gear selector lever per Landing Gear Selector Lever 100 Hour Inspection (see Special Inspections, Procedures).
24. In all PA-23-235's; and PA-23-250 S/N's 27-1 thru 27-8054059 only, for airplanes which have accumulated at least 1000 hours total time-in-service, have initially completed Piper Service Bulletin No. 671, and have not installed the improved flap bellcrank P/N 16423-006; inspect the flap bellcrank per Flap Bellcrank 100 Hour Inspection (see Special Inspections, Procedures).
25. In all PA-23-235's; and PA-23-250 S/N's 27-1 thru 27-8054049 only, for airplanes which have accumulated at least 500 hours total time-in-service and have not installed the Footstep Reinforcement Brackets per Piper Service Bulletin No. 672A; inspect the fuselage frame per Fuselage Frame 100 Hour Inspection (see Special Inspections, Procedures).
26. For airplanes which have accumulated at least 2500 hours total time-in-service and have not installed a steel flap torque tube (P/N 17634-002, 104622-002, or 104622-004); inspect the flap torque tube per Flap Torque Tube 100 Hour Inspection (see Special Inspections, Procedures).

TABLE III-I. INSPECTION REPORT (cont.)

K. NOTES (CONT.)

27. For airplanes equipped with Aero Accessories Inc., Tempest Dry Air Pumps only:
    (a) For 215/216 (3215/3216) series pumps which have accumulated 500 hours time-in-service or more, inspect vacuum pump vane wear per Vacuum Pump Vane Wear Inspection (see Special Inspections, Procedures).
    (b) For 400 series pumps:
        (1) for airplanes with frequent de-ice cycles, beginning at 200 hours time-in-service, and each 100 hours thereafter;
        (2) for airplanes with normal de-ice cycles, beginning at 300 hours time-in-service, and each 100 hours thereafter;

    inspect per Vacuum Pump Vane Wear Inspection (see Special Inspections, Procedures).
28. For airplanes equipped with Parker Hannifin / Airborne vacuum pump(s), verify compliance with Parker Hannifin / Airborne Service Letter No. 72.
29. In PA-23-235's; and PA-23-250 S/N's 27-1 thru 27-7405300, for airplanes which have accumulated at least 2000 hours total time-in-service and have not installed improved flap assemblies (P/N's 17104-071 right and 17104-072 left; 17104-073 right and 17104-074 left; or, 17104-069 right and 17104-068 left; as appropriate); inspect the flap spars per Flap Spar 100 Hour Inspection (see Special Inspections, Procedures).
30. For airplanes equipped with TCM/Bendix (Scintilla) Magnetos: inspect magneto(s) per the procedures in the Periodic Maintenance section of the applicable Service Support Manual, available from Teledyne Continental Motors, Inc., PH: (800) 718-3411, or http://www.tcmlink.com/.
31. For All aircraft with RSA-5 or RSA-10 series Fuel Injection Servos which have had a new, rebuilt, overhauled, or repaired engine and/or servo installed since August 22, 2006 inspect to assure that the brass regulator hex plug is not loose.
32. In PA-23-250's 27-2000 thru 27-8154030, and in PA-E23-250 Aztec 27-2505 thru 27-7554168, review maintenance records and verify one of the following:
    (1) initial compliance with Piper Service Bulletin No. 1194; or
    (2) previous accomplishment of the Forward Baggage Door 1000 Hour Inspection in paragraph 4-56A.

    If compliance with either of the above is confirmed, inspect n according to the 100 Hour Inspection in paragraph 4-56A. If neither can be confirmed, perform the Forward Baggage Door 1000 Hour Inspection in paragraph 4-56A, in lieu of the 100 Hour Inspection.