

Circle Type of Inspection (See Note 1, Page 3) 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 (O).	50	100	500	1000	Inspector
						DESCRIPTION					
C. CABIN GROUP (cont.)											
16. Inspect altimeter (calibrate altimeter system in accordance with FAR 91.170, if appropriate)		O	O	O							
17. Inspect operation of fuel selector valve (see note 9)		O	O	O							
18. Inspect condition of cabin and carburetor heater control and duct		O	O	O							
19. Inspect condition and operation of air vents		O	O	O							
D. FUSELAGE AND EMPENNAGE GROUP											
1. Remove inspection plates and panels		O	O	O							
2. Inspect fabric and finish for cracks and deterioration (if condition of fabric is doubtful, refer to FAA AC 43.13-1A; use strip test method).....		O	O	O							
3. Inspect battery, box and cables (inspect at least every 30 days. Loosen drain line clamp and flush box as required. Fill battery per instructions on box)	O	O	O	O							
4. Inspect electronic installations for security		O	O	O							
5. Inspect antenna mounts and electric wiring for damaged insulation and security		O	O	O							
6. Inspect E.L.T. installation and condition of battery and antenna (see Piper Service Letter No. 820).....		O	O	O							
7. Inspect fuel lines for security and damage		O	O	O							
8. Inspect fuel header tanks for condition, security and leaks		O	O	O							
9. Inspect rudder, elevator and stabilizer trim cables, turnbuckles, guides and pulleys for safety, damage, corrosion and operation (see note 8)		O	O	O							
10. Inspect fuselage longerons and stringers for damage		O	O	O							
11. Inspect fuselage frame tubing for corrosion damage and deterioration		O	O	O							
12. Inspect rudder, stabilizer and rudder structures for damage		O	O	O							
13. Inspect rudder attachments and horn for damage		O	O	O							
14. Inspect rudder hinge pins and bushings for excess wear and corrosion (replace pins and/or bushings as required)		O	O	O							
15. Inspect stabilizer yoke and screw for end play, security, and excessive wear		O	O	O							
16. Inspect stabilizer attachments and attachment tube for side play		O	O	O							
17. Inspect stabilizer brace wires for corrosion, tightness and safety		O	O	O							
18. Inspect elevator attachments and horn for damage		O	O	O							
19. Inspect elevator hinge pins and bushings for excess wear and corrosion (replace pins and/or bushings as required)		O	O	O							
20. Lubricate per lubrication chart		O	O	O							
21. Reinstall inspection plates and panels		O	O	O							
E. WING GROUP											
CAUTION: Refer to notes 12 and 13 before beginning this inspection group.											
1. Remove inspection plates and fairings		O	O	O							
2. Inspect fabric and finish for cracks and deterioration (if condition of fabric is doubtful, refer to FAA AC 43.13-1A; use strip test method).....		O	O	O							
3. Inspect fuel tank(s) and lines for damage, leaks and water, seals for deterioration and caps for proper vent holes per Piper Service Bulletin No. 573		O	O	O							
4. Fuel tanks marked for capacity		O	O	O							
5. Fuel tanks marked for minimum octane rating ...		O	O	O							
6. Inspect aileron and flap cables, turnbuckles, guides and pulleys for safety, damage, corrosion and operation (see note 8)		O	O	O							
7. Inspect wing attachment bolts for security (See Note 14)											
8. Inspect lift and jury struts for security (Refer to Piper Service Bulletin No. 528.) (Insure "no step" per AD 80-22-15.) (See Note 14)							O	O	O		
9. Inspect lift strut forks for damage (Refer to AD 80-22-15 for inspection and replacement.) (See Note 14)							O	O	O		
10. Inspect aileron, flap and wing structure for damage							O	O	O		
11. Inspect aileron attachments and brackets for tightness and damage							O	O	O		
12. Inspect aileron hinge pins and blocks for excess wear and corrosion (Replace pins and blocks as required.)							O	O	O		
13. Inspect flap attachments and brackets for tightness and damage							O	O	O		
14. Inspect flap bellcrank, control rod, pins and blocks for excess wear and corrosion (Replace pins and blocks as required.)							O	O	O		
15. Lubricate per lubrication chart							O	O	O		
16. Reinstall inspection plates and fairings							O	O	O		
F. LANDING GEAR GROUP											
1. Remove fairings							O	O	O		
2. Inspect fabric and finish for cracks and deterioration							O	O	O		
3. Inspect gear, cabane and shock strut bolts and nuts for safety							O	O	O		
4. Hoist airplane, inspect gear, cabane and shock strut bolts and bushings for excess wear and corrosion (replace bolts and/or bushings as required)							O	O	O		
5. Inspect shock cords for broken threads and weakness, and if applicable, shock struts for weakness (replace cords and/or shock struts as necessary)							O	O	O		
6. Inspect gear wheel alignment (0° Toe in/out) ...							O	O	O		
7. Inspect tires for cuts, uneven or excessive wear and slippage							O	O	O		
8. Remove wheels, clean, check and repack bearings							O	O	O		
9. Inspect wheels for cracks, corrosion and broken bolts							O	O	O		
10. Check main wheel tire pressure (800 x 4-24 PSI, 600 x 6-28 PSI.)						O	O	O	O		
11. Inspect brake lining and drums or disks for excessive wear							O	O	O		
12. Inspect brake lines for chafing and security							O	O	O		
13. Inspect brake cylinders, and parking valves for operation and leaks (check fluid level as required)							O	O	O		
14. Inspect tail wheel attachments for tightness and safety							O	O	O		
15. Inspect tail wheel fork for looseness on bracket							O	O	O		
16. Inspect tail wheel tire for cuts and uneven or excessive wear							O	O	O		
17. Remove tail wheel, clean, check and repack bearings							O	O	O		
18. Inspect tail wheel for cracks, corrosion and broken bolts							O	O	O		
19. Inspect tail wheel tire pressure, if applicable (30 PSI)							O	O	O		
20. Lubricate per lubrication chart							O	O	O		
21. Reinstall fairings							O	O	O		
G. FLOAT GROUP											
1. Inspect float attachment fittings							O	O	O		
2. Inspect floats for damage							O	O	O		
3. Inspect pulleys and cables							O	O	O		

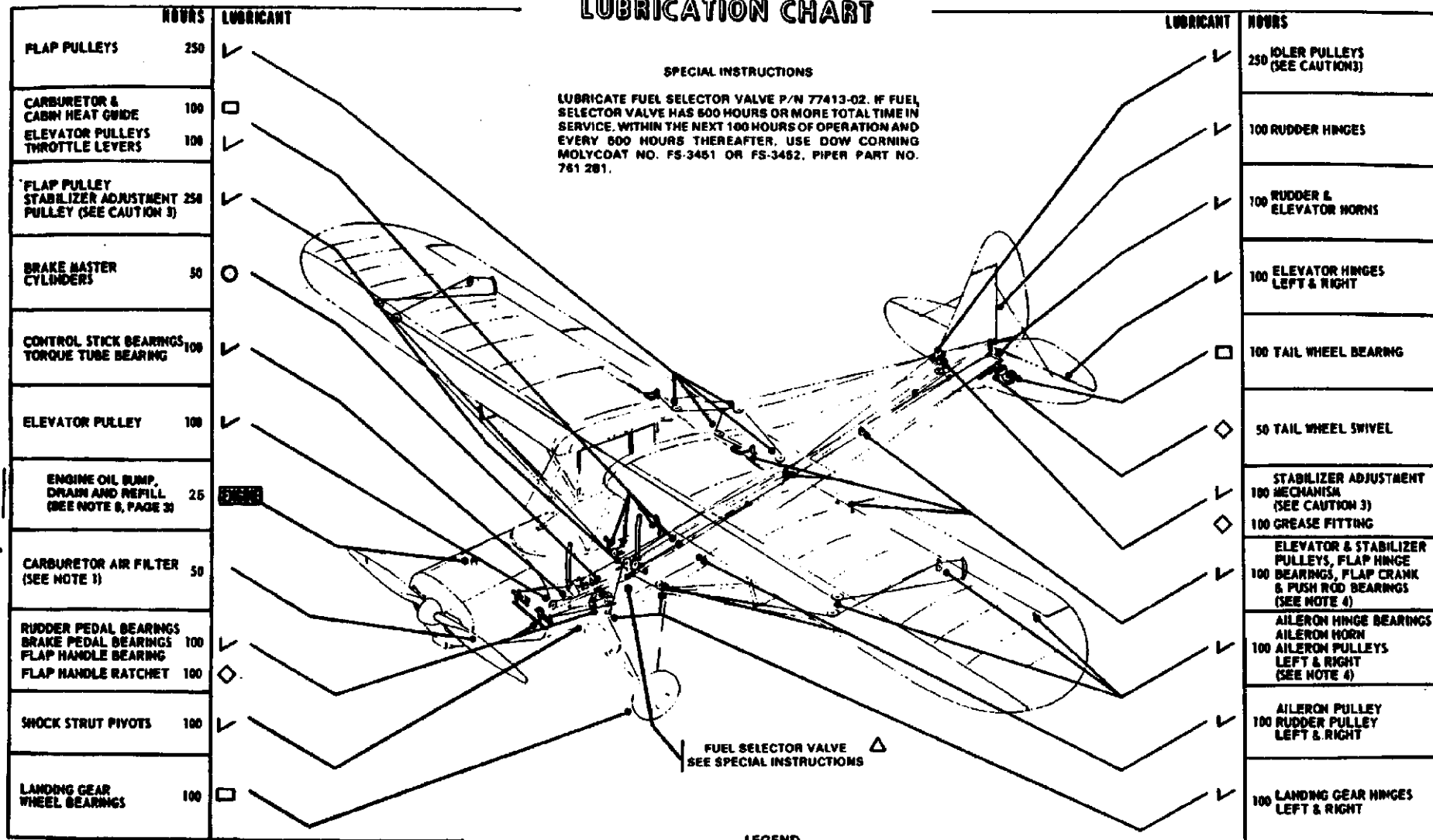
Circle Type of Inspection (See Note 1, Page 3)					Inspector	Perform all inspections or operations at each of the inspection intervals as indicated by a circle (O).					Inspector
50	100	500	1000	Annual		50	100	500	1000		
DESCRIPTION						DESCRIPTION					
H. AGRICULTURAL GROUP						J. GENERAL					
1. Check oil level - duster gear box	O	O	O	O		3. Check oil pressure and temperature	O	O	O	O	
2. Inspect universal drive joints	O	O	O	O		4. Check generator output	O	O	O	O	
3. Inspect brakes and controls	O	O	O	O		5. Check carburetor heat	O	O	O	O	
4. Inspect grease cups, sprayer fan	O	O	O	O		6. Check parking brake	O	O	O	O	
5. Clean hopper tank screen	O	O	O	O		7. Check vacuum gauge	O	O	O	O	
6. Inspect top hopper tank seal	O	O	O	O		8. Check gyros for noise and roughness	O	O	O	O	
7. Inspect bottom hopper tank seal	O	O	O	O		9. Check cabin heater operation	O	O	O	O	
8. Remove metal belly plate and clean fuselage	O	O	O	O		10. Check magneto switch operation	O	O	O	O	
9. Inspect duster fan mount assembly	O	O	O	O		11. Check magneto RPM variation	O	O	O	O	
10. Inspect sprayer pump mount assembly	O	O	O	O		12. Check throttle and mixture operation	O	O	O	O	
11. Check operation of dump valve	O	O	O	O		13. Check propeller smoothness	O	O	O	O	
12. Check agitator operation	O	O	O	O		14. Check electronic equipment operation	O	O	O	O	
13. Inspect for hopper tank leaks	O	O	O	O		15. Check engine idle (550 rpm)	O	O	O	O	
14. Inspect spray boom attachments	O	O	O	O							
15. Clean spray nozzles	O	O	O	O		I. OPERATIONAL INSPECTION					
16. Inspect all plumbing for leaks	O	O	O	O		1. Check fuel tank selector	O	O	O	O	
						2. Check fuel quantity	O	O	O	O	

Notes:

1. Refer to the last card of the Piper Parts Price List Aerofiche, for a check list 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 (O). 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 must be complied with promptly.
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 Instructions No. 1009.)
6. Textron Lycoming Service Bulletin No. 480 recommends 25-hour interval oil change and screen cleaning for all engines employing a pressure screen system; 50-hour interval oil change and filter replacement for all engines using full-flow filtration; not more than four months maximum between changes for both systems.
7. When using alternate fuels, refer to Lycoming Service Letter No. L185A for additional information and service procedures.
8. Check cable tension. Elevator cable tension 62 lbs. + 2 lbs. Aileron cable tension 40 lbs + 2 lbs. Set flaps at 50° + 2°. Adjust left flap and set right flap to it. To set up the rudder cables place the rudder pedals and rudder in their neutral position and place the cable end on the rudder horn using one of the holes in the cable end that aligns with the hole in the rudder horn.
9. Refer to latest revisions of Piper Service Bulletin No. 354 and Service Letter No. 944 and see Special Instruction on Lubrication Chart.
10. The recommended flight time between reconditioning for 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 and cuts too numerous to repair individually. Contact a Sensenich factory approved repair station.
11. Replace flexible oil lines at Engine T.B.O. per latest Lycoming Service Bulletin No. 240.
12. Refer to Piper Service Bulletin 157D.
13. Check all items under WING GROUP for evidence of corrosion.
14. When inspecting this item, pay special attention for evidence of wear and corrosion. Inspect all sides of attachments and fittings including inside of clevis bolts and back side of fittings. Disassembly of components may be required to facilitate inspection.

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



	HOURS	LUBRICANT
FLAP PULLEYS	250	✓
CARBURETOR & CABIN HEAT GUIDE	100	□
ELEVATOR PULLEYS	100	✓
THROTTLE LEVERS	100	✓
FLAP PULLEY	250	✓
STABILIZER ADJUSTMENT PULLEY (SEE CAUTION 3)		
BRAKE MASTER CYLINDERS	50	○
CONTROL STICK BEARINGS	100	✓
TORQUE TUBE BEARING	100	✓
ELEVATOR PULLEY	100	✓
ENGINE OIL BUMP, DRAIN AND REFILL (SEE NOTE 8, PAGE 3)	25	■
CARBURETOR AIR FILTER (SEE NOTE 1)	50	□
RUDDER PEDAL BEARINGS	100	✓
BRAKE PEDAL BEARINGS	100	✓
FLAP HANDLE BEARING	100	◇
FLAP HANDLE RATCHET	100	✓
SHOCK STRUT PIVOTS	100	✓
LANDING GEAR WHEEL BEARINGS	100	□

- 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.
 - AILERON AND FLAP HINGES - HINGE BLOCKS WITH LUBRICATION HOLES IN THEIR UNDERSIDE MAY BE PRESSURE LUBRICATED WITH GREASE MIL-G-23827.

LEGEND

MIL-G-23827 GREASE, AIRCRAFT AND INSTRUMENT, GEAR AND ACTUATOR SCREW
 MIL-L-7870 OIL - GENERAL PURPOSE LOW TEMP. LUBRICATION
 MIL-L-3845 GREASE - LUBRICATION HIGH TEMPERATURE
 MIL-H-5805 HYDRAULIC FLUID (RED)
 FS-3452 MOLYCOAT

SAE 50 ABOVE 60° F AIR TEMP.
 SAE 40 BETWEEN 30° F AND 90° F AIR TEMP. } LYCOMING O-290-D2 & O-320 ENG.
 SAE 30 BETWEEN 0° F AND 70° F AIR TEMP.
 SAE 20 BELOW 10° F AIR TEMP.

SAE 20 BELOW 32° F AIR TEMP.
 SAE 40 ABOVE 32° F AIR TEMP. } CONTINENTAL C90 ENGINE

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

	LUBRICANT	HOURS
✓		250 IDLER PULLEYS (SEE CAUTION 3)
✓		100 RUDDER HINGES
✓		100 RUDDER & ELEVATOR HORNS
✓		100 ELEVATOR HINGES LEFT & RIGHT
□		100 TAIL WHEEL BEARING
◇		50 TAIL WHEEL SWIVEL
✓		STABILIZER ADJUSTMENT MECHANISM (SEE CAUTION 3)
◇		100 GREASE FITTING
✓		ELEVATOR & STABILIZER PULLEYS, FLAP HINGE BEARINGS, FLAP CRANK & PUSH ROD BEARINGS (SEE NOTE 4)
✓		AILERON HINGE BEARINGS
✓		AILERON HORN
✓		100 AILERON PULLEYS LEFT & RIGHT (SEE NOTE 4)
✓		AILERON PULLEY
✓		100 RUDDER PULLEY LEFT & RIGHT
✓		100 LANDING GEAR HINGES LEFT & RIGHT

- 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.

SPECIAL INSTRUCTIONS

LUBRICATE FUEL SELECTOR VALVE P/N 77413-02. IF FUEL SELECTOR VALVE HAS 500 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-3452, PIPER PART NO. 761 281.

FUEL SELECTOR VALVE
SEE SPECIAL INSTRUCTIONS