

Annual Condition/100 Hour Inspection Checklist

Aircraft Model: _____

Aircraft Registration: _____ Aircraft S/N: _____

Engine Type: _____ Engine S/N: _____

TT Airframe: _____ TT Engine: _____

General

- Each person performing an annual condition or 100-hour inspection shall, before that inspection, remove or open all necessary inspection plates, access doors, fairing, and cowling. The aircraft and engine shall be thoroughly cleaned.
- Each person performing an annual condition or 100-hour inspection shall inspect all aircraft records and manufacturer's equipment list for approved installed equipment and accessories.
- Each person performing an annual condition or 100-hour inspection shall check for compliance with manufacturer's Service Bulletins and letters. Updates are provided to aircraft owners and through the website at www.legend.aero.
- Each person performing an annual condition or 100-hour inspection shall check for compliance with Airworthiness Directives on all type certificated components such as engine and engine accessories, propeller, and tailwheel.
- Each person performing an annual condition or 100-hour inspection shall check for compliance with ELT inspection and battery replacement (refer to ELT manufacturer's documentation for battery locations and replacement instructions), and for currency of the required transponder certification check.
- Each person performing an annual condition or 100-hour inspection shall inspect for the presence of all placards and markings required as listed in the POH.

Fuselage

Each person performing an annual condition or 100-hour inspection shall inspect the following components of the fuselage group:

Pass	Fail	Inspection Items
		Fabric and skin for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings. Check that the fabric is flexible and resilient when pushed hard with a knuckle. Reference American Legend Cub Maintenance Manual for further inspection instructions
		Systems and components for improper installation, apparent defects, and unsatisfactory operation.

Cabin and Cockpit

Each person performing an annual condition or 100-hour inspection shall inspect the following components of the cabin and cockpit group:

Pass	Fail	Inspection Items
		Generally for cleanliness and loose equipment that might foul the controls.
		Elevator trim for proper operation.
		Seats and safety belts for poor condition and apparent defects.
		Inspect interior sidewall panels and headliner for condition and security.
		Inspect seat structure for condition and security and canvas seat slings for wear, tears, and sagging. Slings should not touch or interfere with flight controls. Tighten seat slings to remove any slack.
		Inspect baggage compartment for wear, tears, and security.
		Windows and windshields for deterioration and breakage.
		Instruments for poor condition, mounting, marking, and (where practicable) improper operation.
		Flight and engine controls for improper installation, wear and improper operation.
		Batteries for improper installation and improper charge.
		All systems for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

Engine

Each person performing an annual condition or 100-hour inspection shall inspect components of the engine group as follows:

Pass	Fail	Inspection Items
		Engine section for visual evidence of excessive oil and/or fuel leaks and sources of such leaks.
		Studs and nuts for insecurity of attachment and obvious defects.
		Internal engine for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, check for improper internal condition and improper internal tolerances.
		Engine mount for cracks, looseness of mounting, and looseness of engine to mount.
		Flexible vibration dampeners for poor condition and deterioration.
		Engine controls for defects, improper travel, and improper safety-ing.
		Lines, hoses, and clamps for leaks, improper condition and looseness.
		Exhaust stacks for cracks, defects, and improper attachment.
		Accessories for apparent defects in security of mounting.
		All systems for improper installation, poor general condition, defects, and insecure attachment.
		Cowling for cracks, and defects.
		Inspect and service air/oil separator (if installed) per maintenance manual

Landing Gear

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

Pass	Fail	Inspection Items
		Fabric and skin for deterioration, distortion, other evidence of failure. Check that the fabric is flexible and resilient when pushed hard with a knuckle . Reference Section 12 for further inspection instructions
		Gear assemblies for poor condition and insecurity of attachment.
		Cabane assembly for poor condition and insecurity of attachment.
		Die spring shock absorbing devices for poor condition and insecurity of attachment.
		Tailwheel for poor condition, insecurity of attachment and proper adjustment of connector springs and links.
		Brake fluid lines poor condition and leakage.
		Wheels for cracks, defects, and condition of bearings.
		Tires for wear, cuts, and improper inflation.
		Brakes for improper adjustment and leaks. Check brake linings for excessive wear.
		Floats and skis (if applicable) for insecure attachment and obvious or apparent defects.

Wings

Each person performing an annual condition or 100-hour inspection shall inspect all components and systems that make up the wing group, including the following:

Pass	Fail	Inspection Items
		Fabric and skin for deterioration, distortion, other evidence of failure. Check that the fabric is flexible and resilient when pushed hard with a knuckle . Reference Section 12 for further inspection instructions
		Wing root area for security of wing attach fittings, wiring, switches
		Inspect condition of flexible fuel lines in the wing root area for condition, security, leaks, and age. Life limit for these lines is 8 years.
		Inspect aileron pulleys for condition and security of attachment and aileron control cables for proper routing, condition, and tension. Cable tension should be set so that there is no free play or slack in the cables but the system should still move freely
		Inspect lift struts and jury struts for condition and security of attachment.
		Inspect lift strut attach points for condition and security of hardware.
		Inspect ailerons for condition, security of attachment, and proper travel.
		Inspect flaps for condition, security of attachment, and proper travel
		Inspect wing tip lights (if equipped) for condition, security of attachment and proper function.

Empennage

Each person performing an annual condition or 100-hour inspection shall inspect all components and systems that make up the complete empennage, including the following:

Pass	Fail	Inspection Items
		Fabric and skin for deterioration, distortion, other evidence of failure. Check that the fabric is flexible and resilient when pushed hard with a knuckle . Reference Section 12 for further inspection instructions
		Inspect trim jackscrew and yoke assembly for proper, operation, lubrication, wear, and security. Ensure trim operates smoothly and in the proper directions.
		Inspect tail brace wires for condition, security, and proper tension. Refer to Section 4.5.8.3.
		Inspect all elevator and rudder attachment hardware for condition and security. Inspect control cable attachments for security.
		Verify proper elevator and rudder travels. Refer to Section 3 Table 3-1.

Propeller

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

Pass	Fail	Inspection Items
		Propeller assembly for cracks, nicks, binds, and oil leakage.
		Inspect mounting bolts for proper torque and safeties. See section 7 for proper torque values or refer to instructions on the propeller itself.
		Inspect propeller for proper track.

Avionics

Each person performing an annual condition or 100-hour inspection shall inspect the following components of the radio group:

Pass	Fail	Inspection Items
		Radio and electronic equipment for improper installation and insecure mounting.
		Wiring and conduits for improper routing, insecure mounting, and obvious defects.
		Bonding and shielding for improper installation and poor condition.
		Antenna for poor condition, insecure mounting, and improper operation.

Lubrication

- Flight control hinges, control stick and torque tube, landing gear die spring and sliding tubes and other pivot points should be lubricated with a product such as Corrosion X or LPS #1 or equivalent.
- Wheel bearings should be lubricated with a good quality wheel bearing grease.
- The forward and aft stabilizer supports are equipped with grease fittings or oil holes. If oil holes are present, Corrosion X or equivalent should be applied. If grease fittings are present use good quality general purpose grease or a wheel bearing grease.
- The landing gear die spring should be lubricated with LPS-3, Corrosion X or equivalent. The spring should be lubricated at the top, bottom and slip joint.

Maintenance Records

Condition inspections must be recorded in the aircraft maintenance records showing the following, or a similarly worded, statement: **“I certify that this aircraft has been inspected on [insert date] in accordance with the manufacturer’s maintenance and inspection procedures, and was found to be in a condition for safe operation.”** The entry will include the aircraft’s total time-in-service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

Name of Inspector: _____

Signature of Inspector: _____

Certificate Number: _____

Date: _____