



CLASSIC AIRPLANES INSPECTION REPORT

J-2 SERIES CUB
J-3, NE-1, L-4 SERIES CUB
J-4 SERIES COUPE
J-5, J-5C, L-14, AE-1, HE-1 SERIES CUB CRUISER
PA-11 CUB SPECIAL
PA-12 SUPER CRUISER
PA-14 FAMILY CRUISER
PA-15 AND PA-17 VAGABOND
PA-16 CLIPPER

NOTE

This inspection report provides recommendations for an inspection program per requirements of FAR Part 43 and Advisory Circular 91-60 (The Continued Airworthiness of older Airplanes). This is a comprehensive inspection report designed to encompass more than one model airplane. It will be necessary to determine which inspection item is applicable to the particular airplane being inspected.

PIPER AIRCRAFT CORPORATION

PIPER AIRCRAFT CORPORATION

INSPECTION REPORT

THIS FORM MEETS REQUIREMENTS OF FAR PART 43

Make		Model		Serial		Registration			
CLASSIC AIRPLANES		J-2, J-3, J-4, J-5, J-5C, L-14, AE-1, HE-1, PA-11, -12, -14, -15, -16, -17		No.		No.			
Circle Type of Inspection (See Note)					Perform inspection or operation at each of the inspection intervals as indicated by a circle (○).				
50	100	500	1000	Inspector	50	100	500	1000	Inspector
DESCRIPTION					DESCRIPTION				
A. PROPELLER GROUP					31. Overhaul or replace vacuum pump if applicable (See Note 8)				
1. Inspect spinner and back plate for damage and security, if applicable					32. Inspect Venturi Installation				
2. Inspect blades for nicks and cracks					33. Inspect throttle, carburetor heat, and mixture controls for travel and operating condition				
3. Inspect spinner mounting brackets for damage and security					34. Inspect exhaust stacks, connections and gaskets (Replace exhaust gaskets as required) ...				
4. Inspect propeller mounting bolts and safety (Check torque if safety is broken)					35. Inspect muffler, heat exchanger and baffles				
5. Recondition propeller or overhaul (See Note 5) ..					36. Inspect exhaust stack braces				
B. ENGINE GROUP					37. Inspect breather tube for obstructions and security				
CAUTION: Ground Magneto Primary Circuit before working on engine.					38. Check cylinder compression (Ref. AC43.13-1A) ..				
1. Remove engine cowl					39. Inspect cylinder for cracked or broken fins				
2. Clean and inspect cowling for cracks, distortion and loose or missing fasteners					40. Inspect crankcase for cracks, leaks and security of seam bolts				
3. Drain oil sump (See Note 6)					41. Inspect wiring to engine and accessories. Replace damaged wires and clamps. Inspect terminals for security and cleanliness if applicable				
4. Clean suction oil strainer at oil change (Inspect strainer for foreign particles, See Note 6)					42. Inspect engine mounts for cracks and loose mountings				
5. Clean pressure oil strainer (Inspect strainer for foreign particles)					43. Inspect rubber engine mount bushings (See Note 9)				
6. Inspect oil temperature sender unit for leaks and security					44. Inspect all engine baffles for damage and security				
7. Inspect oil lines and fittings for leaks, security, chafing, dents and cracks (See Note 7)					45. Inspect condition of fire wall seals				
8. Clean and inspect oil radiator cooling fins for damage, if applicable					46. Inspect condition and tension of generator or alternator drive belt if applicable				
9. Remove and flush oil radiator if applicable					47. Inspect condition of generator or alternator and starter if applicable				
10. Fill engine with oil per Engine Manufacturer					48. Lubricate all controls				
11. Clean engine					49. Complete overhaul of engine or replace with factory rebuilt (See Note 8)				
12. Inspect condition of spark plugs (Clean and adjust gap as required, adjust per Engine Manufacturer recommendations)					50. Reinstall engine cowl				
13. Inspect ignition harness and insulators (High tension leakage and continuity)					C. CABIN GROUP				
14. Check magneto points for proper clearance per recommendations of Engine Manufacturer ..					1. Inspect cabin entrance, doors, baggage compartment door and windows for damage, operation and security				
15. Inspect magneto for oil seal leakage					2. Inspect all plexiglas for cracks				
16. Inspect breaker felts for proper lubrication					3. Inspect upholstery for tears				
17. Inspect distributor block for cracks, burned areas or corrosion, and height of contact springs if applicable					4. Inspect seats, seat belts, security brackets and bolts				
18. Check magnetos to engine timing					5. Inspect trim operation and adjustment				
19. Overhaul or replace magnetos (See Note 8)					6. Inspect rudder pedals				
20. Check valve clearance per Engine Manufacturer recommendations					7. Inspect control stick, torque tube, pulleys and cables				
21. Remove air filter and clean (Replace as required)					8. Inspect flap lever for adjustment and safety if applicable				
22. Drain carburetor and clean inlet line fuel strainer					9. Inspect controls for ease of operation				
23. Inspect condition of carburetor heat air door and box					10. Check landing, navigation, cabin and instrument lights if applicable				
24. Inspect intake seals and hoses for leaks and clamps for tightness					11. Inspect fuse box for burned out fuses if applicable				
25. Remove drain and clean fuel filter bowl and screen (Drain and clean every 90 days)					12. Inspect instruments, lines and attachments				
26. Inspect condition of flexible fuel and primer lines					13. Inspect gyro operated instruments if applicable (Overhaul or replace as required)				
27. Replace flexible fuel lines (Every 5 years)					14. Replace filters on gyro horizon and directional gyro if applicable				
28. Inspect fuel system for leaks					15. Inspect or replace vacuum regulator filter if applicable				
29. Inspect and lubricate fuel selector valve if applicable					16. Inspect altimeter (Calibrate altimeter system in accordance with FAR 91.170, if appropriate)				
30. Inspect vacuum pump, lines and separator if applicable					17. Inspect operation of fuel selector valve if applicable (See Note 9)				
Owner									

Continued on reverse side

Circle Type of Inspection (See Note) 50 100 500 1000 Annual	50	100	500	1000	Inspector	Perform inspection or operation at each of the inspection intervals as indicated by a circle (○).	50	100	500	1000	Inspector	
						DESCRIPTION						DESCRIPTION
G. FLOAT GROUP (If Applicable)						I. OPERATIONAL INSPECTION 1. Check fuel tank selector ○ 2. Check fuel quantity ○○ 3. Check oil pressure and temperature ○○ 4. Check generator output if applicable ○○ 5. Check carburetor heat ○○ 6. Check parking brake if applicable ○○ 7. Check vacuum gauge if applicable ○○ 8. Check gyros for noise and roughness if applicable ○○ 9. Check cabin heater operation ○○ 10. Check magneto switch operation ○○ 11. Check magneto R.P.M. if applicable ○○ 12. Check throttle and mixture operation if applicable ○○ 13. Check propeller smoothness ○○ 14. Check electronic equipment operation if applicable ○○ 15. Check engine idle and R.P.M. ○○ 16. Check propeller governor action if applicable ○○						
H. AGRICULTURAL GROUP (If Applicable)							J. GENERAL 1. Aircraft conforms to FAA Specifications ○○ 2. All FAA Airworthiness Directives complied with ○○ 3. All Manufacturers Service Letters and Bulletins complied with ○○ 4. Check for proper Flight Manual. (See Note 11) .. ○○ 5. Aircraft papers in proper order ○○					
1. Inspect float attachment fittings	○	○	○	○								
2. Inspect floats for damage	○	○	○	○								
3. Inspect pulleys and cables	○	○	○	○								
4. Inspect seaplane fin on fuselage for damage corrosion and security if applicable	○	○	○	○								
1. Check oil level - duster gear box	○	○	○	○								
2. Inspect universal drive joints	○	○	○	○								
3. Inspect brakes and controls	○	○	○	○								
4. Inspect grease cups, sprayer fan	○	○	○	○								
5. Clean hopper tank screen	○	○	○	○								
6. Inspect top hopper tank door	○	○	○	○								
7. Inspect button hopper tank seal	○	○	○	○								
8. Remove metal belly plate if applicable and clean fuselage	○	○	○	○								
9. Inspect duster fan mount assembly	○	○	○	○								
10. Check operation of dump valve	○	○	○	○								
11. Check agitator operation	○	○	○	○								
12. Inspect for hopper tank leaks and security	○	○	○	○								
13. Inspect spray boom attachments	○	○	○	○								
14. Clean spray nozzles	○	○	○	○								
15. Inspect all plumbing for leaks	○	○	○	○								
16. Inspect spray pump mount assembly	○	○	○	○								

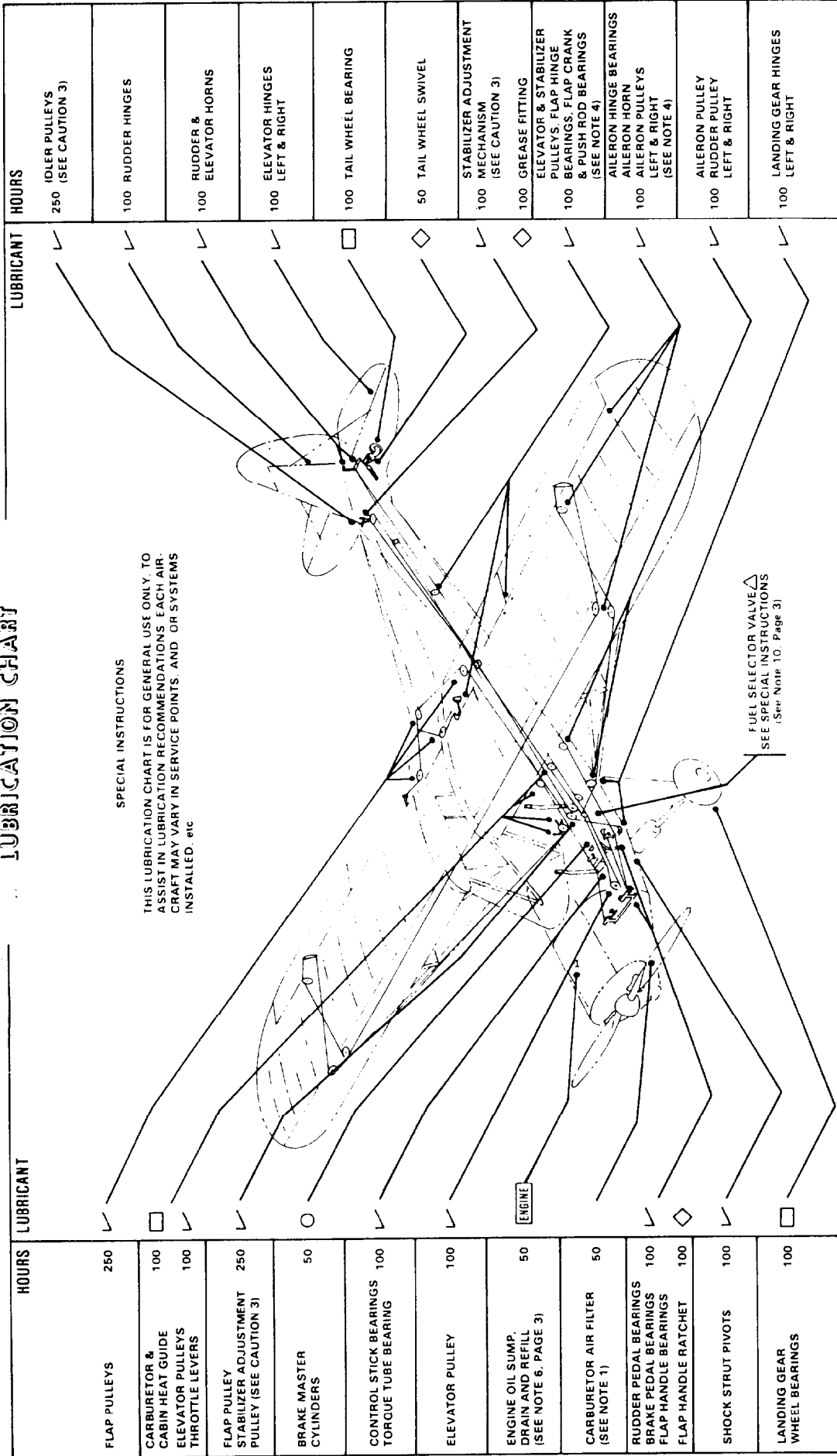
NOTES:

- 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.
- All inspections or operations are required at each of the inspection intervals as marked by a (○). 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.
- Piper Service Bulletins are of special importance and Piper considers compliance mandatory.
- Piper Service Letters are product improvements and service hints pertaining to servicing the airplane and should be given careful attention.
- Overhaul or recondition, (Per latest Hartzell Service Letter 61, or per McCauley Service Bulletin 137B) 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.
- Lycoming - 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.
 - Continental - Every 100 hours remove oil sump, clean suction tube screen, replace oil sump and safety.
- Replace flexible oil lines at Engine T.B.O. per latest Lycoming Service Bulletin No. 240, or every five years in service.
- Replace or overhaul as required or at engine overhaul.
 - Lycoming - For engine overhaul, refer to the latest revision of Lycoming Service Letter No. L201A.
 - Continental - For engine overhaul, refer to the latest revision of Continental Service Bulletin M74-20.
- Inspect rubber mount for severe cracking, signs of high temperature of burning, separation of rubber from metal surfaces, excessive "sag" or permanent deflection resulting in internal bottoming with spacer, engine and cowl interference and unusual vibration. The rubber mounts must be replaced no later than engine T.B.O.
- Refer to latest revisions of Piper Service Bulletin No. 354 and Service Letter No. 944. Lubricate fuel selector valve, if valve has 500 hours or more total time in service, within 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.
- The models J-2, J-3, NE-1, L-4, J-4, J-5, J-5C, L-14, AE-1, HE-1 and PA-11 aircraft were licensed under Part-04 of Civil Air Regulations and therefore do not require flight manuals; However, do require an "Operations Limitations Certificate. This certificate was obtained from your local F.A.A. Regional Office.

LUBRICATION CHART

SPECIAL INSTRUCTIONS

THIS LUBRICATION CHART IS FOR GENERAL USE ONLY TO ASSIST IN LUBRICATION RECOMMENDATIONS. EACH AIRCRAFT MAY VARY IN SERVICE POINTS, AND/OR SYSTEMS INSTALLED, etc.



LUBRICANT	HOURS
FLAP PULLEYS	250
CARBURETOR & CABIN HEAT GUIDE ELEVATOR PULLEYS THROTTLE LEVERS	100
FLAP PULLEY STABILIZER ADJUSTMENT PULLEY (SEE CAUTION 3)	250
BRAKE MASTER CYLINDERS	50
CONTROL STICK BEARINGS TORQUE TUBE BEARING	100
ELEVATOR PULLEY	100
ENGINE OIL SUMP, DRAIN AND REFILL (SEE NOTE 6, PAGE 3)	50
CARBURETOR AIR FILTER (SEE NOTE 1)	50
RUDDER PEDAL BEARINGS BRAKE PEDAL BEARINGS FLAP HANDLE BEARINGS FLAP HANDLE RATCHET	100
SHOCK STRUT PIVOTS	100
LANDING GEAR WHEEL BEARINGS	100
✓	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
✓	100 STABILIZER ADJUSTMENT MECHANISM (SEE CAUTION 3)
◇	100 GREASE FITTING
✓	100 ELEVATOR & STABILIZER PULLEYS, FLAP HINGE BEARINGS, FLAP CRANK & PUSH ROD BEARINGS (SEE NOTE 4)
✓	100 AILERON HINGE BEARINGS AILERON HORN AILERON PULLEYS LEFT & RIGHT (SEE NOTE 4)
✓	100 AILERON PULLEY RUDDER PULLEY LEFT & RIGHT
✓	100 LANDING GEAR HINGES LEFT & RIGHT

- ### LEGEND
- ◇ MIL-G 23827
 - ✓ MIL-L 7870
 - MIL-L 3545
 - MIL-H 5606
 - △ FS-3452
 - [ENGINE] REFER TO ENGINE MANUFACTURER FOR USE OF RECOMMENDED OILS AND OIL CHANGE INTERVALS
- GREASE: AIRCRAFT AND INSTRUMENT GEAR AND ACTUATOR SCREW
 OIL: GENERAL PURPOSE LOW TEMP LUBRICATION
 GREASE: LUBRICATION HIGH TEMPERATURE
 HYDRAULIC FLUID (RED)
 MOLYCOAT

- ### NOTES
1. 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.)
 2. LUBRICATION POINTS - WIPE ALL LUBRICATION POINTS CLEAN OF OLD GREASE, OIL, DIRT, ETC. BEFORE RELUBRICATING.
 3. WHEEL BEARING REQUIRES CLEANING AND REPACKING AFTER EXPOSURE TO AN ABNORMAL QUANTITY OF WATER.
 4. AILERON AND FLAP HINGE BLOCKS WITH LUBRICATION HOLES IN THEIR UNDERSIDE MAY BE PRESSURE LUBRICATED WITH GREASE MIL-G-23827.

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