PIPER Customer Services

PA-30 & 39 TWIN COMANCHE & TURBO TWIN COMANCHE PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

PROCEDURE MANUAL

The Piper Programmed Inspection meets the requirements of the Progressive Inspection Procedures as outlined in the Federal Aviation Regulations Part 43 - Part 91 and Circular # A/C 135-3.

The purpose of the Piper Programmed Inspection is to allow maximum utilization of the aircraft, reduce maintenance inspection cost and maintain a maximum standard of continuous airworthiness.

Owners and operators of the Piper Twin Comanche are reminded that certain requirements must be met before the Piper Programmed Inspection Procedures can be utilized. These requirements are contained in the Federal Aviation Regulations Part 43, Maintenance, Preventive Maintenance, rebuilding and alteration, and Part 91, General Operating and Flight Rules. Before the aircraft is started on the Piper Programmed Inspection, a complete initial inspection is required, the PA-30 & 39 Inspection Report may be used to meet this requirement.

The inspection frequency used in the Piper Programmed Inspection is based on previous PA-30 & 39 operating experience. However, adjustments to the inspection intervals can be made should experience indicate this is necessary.

Conditions found during Inspections will be corrected and entered on the Condition Record. The person conducting the Inspection will determine if the condition is of a nature that must be corrected during the Inspection or entered on the condition report to be corrected the next Event Inspection.

Equipment changes necessary as a result of work done on the Routine Inspection will be entered on the (ECR) Equipment Change Record for equipment time control.

The Piper Programmed Inspection has the following basic features:

1. Piper Programmed Inspection Index.
2. The Four - 4 - Event Inspections.
3. The Event Inspection Record.
4. The continuous Cycle Inspections and Record.
5. The Special Inspections - 500 Hr. and 1000 Hr.
6. The Operational Inspection.
7. The Condition Record.
8. Service Publication Compliance Record.
9. The Federal Aviation Airworthiness Directives Compliance Record.
10. The ECR - Equipment Change Record.
11. Lubrication Chart.
12. Access Panels and Plates.

The Event Inspections are arranged so that the 200 flying hour cycle results in a complete inspection. When the four Events are complete and recorded, an entry is made in the cycle record which is the running log or current status of the aircraft inspections.

Each event will be recorded in the event record.

Event Inspection #1 Sample

To be performed at the 50 - 250 - 450 - 650 - 850 Flying Intervals.

Consist of -

1. Engine Routine - Left.
2. Propeller Routine.
3. Engine Detail - Right.
4. Fuselage Detail.
5. Cabin Detail.
6. Operational Inspection.

Event Inspection #2 Sample

To be performed at the 100 - 300 - 500 - 700 - 900 Flying Hour Intervals.

Consist of -

1. Engine Detail - Left.
2. Propeller - Routine.
3. Engine Routine - Right.
4. Landing Gear - Detailed.
5. Operational Inspection.

Event Inspection #3 Sample

To be performed at the 150 - 350 - 550 - 750 - 950 Flying Hour Intervals.

Consist of -

1. Engine Routine - Left.
2. Propeller Routine.
3. Engine Detail - Right
4. Fuselage Detail.
5. Wings Detailed.
6. Turbocharger - Right.
7. Operational Inspection.

Event Inspection #4 Sample

To be performed at the 200 - 400 - 600 - 800 - 1000 Flying Hour Cycles.

Consist of -

1. Engine Detail - Left.
2. Engine Routine - Right.
3. Propeller Detail.
4. Empennage Detail.
5. Landing Gear - Routine.
6. Turbocharger - Left.
7. Operational Inspection.

1. Piper Programmed Inspection Index.
   Indicates the page number and color of each feature page.

2. Event Inspections.

   Consist of four predetermined location inspections, both routine and detailed as indicated on each event sample. The Event Inspection is conducted each 50 hours and must be done in sequence.

   Late compliance with the event inspection interval of 50 hours may be extended by not more than five flying hours (10% of Event Inspection Interval) the excess time, however is included in computing the next 50 flying hours of service.

   Early compliance can be done at the owner/operator's discretion for convenience of scheduling. However, where early compliance is accomplished, the 50 flying hour interval for the next event inspection will be maintained.

3. Event Inspection Record Sample - is a permanent record and contains the following:

   1. Inspection Period Number.
   2. Aircraft Hours - (Tach).
   3. Date.
   4. Work Order Number.
   5. Signature and Certificate Number of person conducting inspection.
   6. The following Certification Statement.
      I certify that in accordance with a Progressive Inspection - Piper Programmed Inspection - the routine and detailed inspections were performed in accordance with the pertinent event inspection and the aircraft is approved for return to service.

4. Cycle Inspection and Cycle Record Sample - is conducted upon completion of four (4) event inspections (200 flying hours). The cycle inspection consists of five (5) items, which determine that the cycle paperwork and inspection records are in order before starting on the next cycle. The CR (cycle record) has the aircraft registration number, serial number, and columns for recording each cycle inspection.

   NOTE: **MINIMUM ONE CYCLE COMPLETED WITHIN 12 MONTHS.**

5. Special Inspections Sample - 500 Hour - 1000 Hour - are special inspections to be performed and recorded with the appropriate Event Inspection.

6. Operational Inspection Sample - to be performed upon completion of each Event Inspection.

7. Condition Report (CR) - is a log of conditions for corrective action at the next routine or event inspection as determined by the maintenance personnel. FAA Airworthiness Directives and/or manufacturer's service publications, not requiring immediate action may be entered on the (CR) providing complying with the A.D. or service publication at the next routine or event will be within the time allowance permitted. Certain FAA or manufacturer's mandatory inspections may have to be accomplished before further flight, in which case, their compliance should be recorded on the appropriate record.

8. Service Publication Compliance Record - is used to record the compliance of all manufacturers service publications; and contains the following information:

    1. Name of Manufacturer.
    2. Publication - Bulletin-Letter-etc.
    3. Number.
    4. Compliance Date.
    5. Aircraft Hours.
    6. Work Order Number.
    7. Signature and Certificate Number of person accomplishing the compliance.

9. FAA Airworthiness Directives Compliance Record - is used to record the compliance of applicable A.D. Notes and contains the following.

    1. A.D. Note Number.
    2. Compliance Date.
    3. Aircraft Hours (Tach).
    4. Method of Compliance.
    5. Work Order Number.
    6. Signature and Certificate Number.

10. ECR - Equipment Change Record - is a form to record equipment changes, which allows the control of equipment times for inspection or overhaul replacement. By use of the ECR the "Out of Sequence" equipment can be reviewed to permit a projection of equipment "due" times in relation to the aircraft tachometer times.

11. Lubrication Chart - is the manufacturers recommendation for lubrication of certain locations and given time periods. Also, list the type of lubricant for each location.

12. Access Panels and Plates Chart - This chart shows the location of removable access panels and plates utilized during inspections.

PIPER Customer Services

PA-30 & 39 TWIN COMANCHE & TURBO TWIN COMANCHE PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

INDEX #1

PA-30 & 39 TWIN COMANCHE
& TURBO TWIN COMANCHE
PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

ESTIMATED
LABOR HOURS 8-10

EVENT #1

ENGINE - LEFT - ROUTINE

1. Drain oil - See Note 1
2. Clean pressure oil strainer
3. Fill engine with oil - per Lubrication Chart
4. Check oil, fuel lines for leaks, security and chafing
5. Check exhaust system - visual
6. Check engine cowling & cooling baffles

PROPELLER - LEFT AND RIGHT - ROUTINE

1. Check spinner attachments
2. Inspect propeller for condition

ENGINE - RIGHT - DETAILED

1. Drain oil
2. Clean pressure oil strainer or replace filter cartridge
3. Fill engine with oil - per Lubrication Chart
4. Check fuel screens - safety
5. Clean air filter screens
6. Check cylinder differential pressure
7. Clean and test spark plugs - adjust GAP - Lyc. S.I. #1042
8. Inspect fuel system, lines and pumps
9. Remove and clean fuel injector inlet line screen (Clean injector nozzles as required.) (Clean with acetone only.)
10. Check oil temperature sender unit for leaks and security
11. Clean engine
12. Inspect oil system, lines and cooler
13. Check magneto main points for clearance - Maintain clearance at 0.018 ±0.006
14. Check magneto for oil seal leakage
15. Check breaker felts for proper lubrication
16. Check distributor block for cracks, burned areas or corrosion and height of contact springs
17. Check magnetos to engine timing
18. Check intake seals for leaks and clamps for tightness
19. Check exhaust system - Refer to PA-30 & 39 Service Manual
20. Check engine cowling and cooling baffles
21. Inspect alternate air system
22. Check engine controls - travel and condition
23. Check mount and dynafocal
24. Electrical wiring - security - chafing
25. Check ignition harness
26. Check vacuum pump and lines
27. Check breather tube for obstructions and security
28. Check crankcase for cracks, leaks and security of seam bolts
29. Check firewalls for cracks
30. Check firewall seals
31. Check condition and tension of generator or alternator drive belt
32. Check condition of generator or alternator and starter
33. Replace vacuum regulator filter
34. Lubricate all controls (DO NOT lubricate teflon liners of control cables)

FUSELAGE - DETAILED

1. Remove inspection panels
2. Check control cables - pulleys - turnbuckles
3. Inspect bulkheads - stringers
4. Check antenna mounts - connections
5. Check electrical wiring
6. Check battery box - service as required

7. Check heater for fuel or fume leaks
8. Check recommended time for overhaul of heater per Piper Service Manual, Section XIII
9. Remove, drain and clean fuel filter bowl and screen (Drain and clean at least every 90 days)
10. Check fuel lines, valves and gauges for damage and operation

CABIN- DETAILED

1. Check door for damage - operation of locks
2. Check upholstery - wear - tears
3. Insp. seats - security - ease of movement
4. Check seat belts - attachment bolts - security
5. Check rudder pedals
6. Check brakes - operation - security
7. Check control wheels - column - pulley cables
8. Check instrument lines - attachments
9. Check gyro operated instruments - replace filters as required
10. Check fuel lines - selector valves - operation - leaks
11. Check heater controls - ducts - air vents
12. Insp. - circuit breakers - wires
13. Check trim systems - operation
14. Check instruments - lines and attachments
15. Check instrument lights - NAV lights - beacon & landing lights
16. Check operation - crossfeed valve
17. Check operation - heater fuel valve
18. Check oxygen outlets for defects and corrosion
19. Check oxygen system operation and components

OPERATION INSPECTION

INSPECTION LOG - WRITTEN ENTRY

Note 1 - 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 hrs.

PIPER Customer Services

PA-30 & 39 TWIN COMANCHE & TURBO TWIN COMANCHE PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

ESTIMATED LABOR HOURS 8-10

EVENT #2

ENGINE - LEFT - DETAILED

1. Drain oil
2. Clean pressure oil strainer or replace filter cartridge
3. Fill engine with oil - per Lubrication Chart
4. Check fuel screens - safety
5. Clean air filter screens
6. Check cylinder differential pressure
7. Clean and test spark plugs - adjust GAP - Lyc. S.I. #1042
8. Inspect fuel system, lines and pumps
9. Inspect oil system, lines and cooler
10. Remove and clean fuel injector inlet line screen (Clean injector nozzles as required.) (Clean with acetone only.)
11. Check oil temperature sender unit for leaks and security
12. Clean engine
13. Check magneto main points for clearance - Maintain clearance at 0.018 ±0.006
14. Check magneto for oil seal leakage
15. Check breaker felts for proper lubrication
16. Check distributor block for cracks, burned areas or corrosion and height of contact springs
17. Check magnetos to engine timing
18. Check intake seals for leaks and clamps for tightness
19. Check exhaust system - Refer to PA-30 & 39 Service Manual
20. Check engine cowling and cooling baffles
21. Insp. alternate air system
22. Check engine controls - travel and condition
23. Check mount and dynafocal
24. Electrical wiring - security - chafing
25. Check ignition harness
26. Check vacuum pump and lines
27. Check breather tube for obstructions and security
28. Check crankcase for cracks, leaks and security of seam bolts
29. Check firewalls for cracks
30. Check firewall seals
31. Check condition and tension of generator or alternator drive belt
32. Check condition of generator or alternator and starter
33. Replace vacuum regulator filter
34. Lubricate all controls (DO NOT lubricate teflon liners of control cables)

PROPELLER - LEFT AND RIGHT - ROUTINE

1. Check spinner and attachments
2. Inspect propeller condition

ENGINE - RIGHT - ROUTINE

1. Drain oil - See Note 1
2. Clean pressure oil strainer
3. Fill engine with oil - per Lubrication Chart
4. Check oil, fuel lines for leaks, security and chafing
5. Check exhaust system - visual
6. Check engine cowling & cooling baffles

LANDING GEAR - DETAILED

1. Check oleo struts for proper extension (Check fluid level as required.)
2. Check nose gear steering control and travel
3. Check wheels for alignment
4. Put airplane on jacks
5. Check tires for cuts, uneven or excessive wear and slippage
6. Remove wheels, clean, check and repack bearings - See Note 2

7. Check wheels for cracks, corrosion and broken bolts
8. Check tire pressure (42 psi, all)
9. Check brake lining and disc (1/64 min. lining)
10. Check brake backing plates
11. Check brake and hydraulic lines
12. Check shimmy dampener
13. Check gear forks for damage
14. Check oleo struts for fluid leaks and scoring
15. Check gear struts, attachments, torque links, retraction links and bolts for condition and security
16. Check landing gear motor, transmission and attachments
17. Check drag and side brace link bolts (Replace as required)
18. Check gear doors and attachments
19. Check warning horn and light for operation
20. Retract gear - check operation
21. Retract gear - check doors for clearance and operation
22. Check anti-retraction system
23. Check emergency operation of gear
24. Check position indicator switch and electrical leads for security
25. Lubricate per lubrication chart
26. Remove airplane from jacks

500 Hr. See Special Inspection
OPERATIONAL INSPECTION
SERVICE PUBLICATIONS
INSPECTION LOG - WRITTEN ENTRY

Note 1 - Intervals between oil changes can be increased 100% on engines equipped with full flow (cartridge) type oil filters, provided the element is replaced each 50 hours.

Note 2 - Wheel bearing may require more frequent service depending on surface conditions.

PIPER Customer Services

PA-30 & 39 TWIN COMANCHE & TURBO TWIN COMANCHE PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

ESTIMATED
LABOR HOURS - 8-10

EVENT #3

ENGINE - LEFT - ROUTINE

1. Drain oil - See Note 1
2. Clean pressure oil strainer
3. Fill engine with oil - per Lubrication Chart
4. Check oil - fuel lines - leaks - security and chafing
5. Check exhaust system - visual
6. Check engine cowling - cooling baffles

PROPELLER - LEFT AND RIGHT - ROUTINE

1. Check spinner attachments
2. Inspect propeller condition

ENGINE - RIGHT - DETAILED

1. Drain oil
2. Clean pressure oil strainer or replace filter cartridge
3. Fill engine with oil - per Lubrication Chart
4. Check fuel screens - safety
5. Clean air filter screens
6. Check breather tube for obstructions and security
7. Clean and test spark plugs - adjust GAP - Lyc. S.I. #1042
8. Inspect fuel system, lines and pumps
9. Inspect oil system, lines and cooler
10. Check oil temperature sender unit for leaks and security
11. Clean engine
12. Check crankcase for cracks, leaks and security of seam bolts
13. Check intake seals for leaks and clamps for tightness
14. Check exhaust system - Refer to PA-30 & 39 Service Manual
15. Check engine cowling and cooling baffles
16. Inspect alternate air system
17. Check engine controls - travel and condition
18. Check mount and dynafocal
19. Electrical wiring - security - chafing
20. Check ignition harness
21. Check vacuum pump and lines
22. Check firewalls for cracks
23. Check firewall seals
24. Check condition and tension of generator or alternator drive belt
25. Check condition of generator or alternator and starter
26. Replace vacuum regulator filter

FUSELAGE - DETAILED

1. Remove inspection panels
2. Check control cables - pulleys - turnbuckles
3. Inspect bulkheads - stringers
4. Check antenna mounts - connections
5. Check electrical wiring
6. Check battery box - service as required
7. Check heater for fuel or fume leaks
8. Check fuel lines, valves and gauges for damage and operation
9. Remove, drain and clean fuel filter bowl and screen (Drain and clean at least every 90 days)

WINGS - DETAILED

1. Remove inspection plates - fairings
2. Check surfaces - tips - condition of walkway
3. Check aileron hinges - attachments - operation
4. Check aileron cables - pulley - bellcranks - turnbuckles
5. Check flaps - attachments - operation. Clean tracks and rollers
6. Check flap cables, pulleys, step lock, bellcranks and control rods for corrosion, damage and operation

7. Lubricate per lubrication chart
8. Inspect fuel tanks - marked capacity - minimum octane
9. Check fuel tank caps - security - vents
10. Check switches to indicators registering fuel tank quantity
11. Check thermos type fuel cap rubber seals for brittleness and deterioration
12. Check wing attachment bolts - brackets
13. Reinstall inspection plates - fairings

TURBOCHARGER GROUP
ENGINE - RIGHT- DETAILED

1. Inspect all air inlet ducting and compressor discharger ducting for worn spots, loose clamps or leaks
2. Inspect engine air inlet assembly for cracks, loose clamps and screws
3. Inspect waste-gate housing, exhaust ducting and exhaust stacks for signs of leaks or cracks
4. Carefully check all Turbo support brackets, struts, etc. for breakage, sagging or wear
5. Check all oil lines, fuel lines and fittings for wear, leakage, heat damage or fatigue
6. Actuate waste-gate control, check spring preload and examine control for any pending sign of breakage
7. Inspect injector system for signs of fuel dye indicating leaks. NOTE: If dye stains are present, check for loose connections and proper installation of air bleed nozzle shrouds
8. Clean Turbocharger oil filter per Service Manual at every oil change
9. Remove inlet hose to compressor and visually inspect compressor wheel

OPERATIONAL INSPECTION
SERVICE PUBLICATIONS
INSPECTION LOG - WRITTEN ENTRY

Note 1 - Intervals between oil changes can be increased 100% on engines equipped with full flow (cartridge) type oil filters, provided the element is replaced each 50 hours.

Note 2 - Wheel bearing may require more frequent service depending on surface conditions.

PIPER Customer Services

PA-30 & 39 TWIN COMANCHE & TURBO TWIN COMANCHE PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

ESTIMATED
LABOR HOURS - 8-10

EVENT #4

ENGINE - LEFT- DETAILED

1. Drain oil
2. Clean pressure oil strainer or replace filter cartridge
3. Fill engine with oil - per Lubrication Chart
4. Check fuel screens - safety
5. Clean air filter screens
6. Check breather tube for obstructions and security
7. Clean and test spark plugs - adjust GAP - Lyc. S.I. #1042
8. Inspect fuel system, lines and pumps
9. Inspect oil system, lines and cooler
10. Check oil temperature sender unit for leaks and security
11. Clean engine
12. Check crankcase for cracks, leaks and security of seam bolts
13. Check intake seals for leaks and clamps for tightness
14. Check exhaust system - Refer to PA-30 & 39 Service Manual
15. Check engine cowling and cooling baffles
16. Inspect alternate air system
17. Check engine controls - travel and condition
18. Check mount and dynafocal
19. Electrical wiring - security - chafing
20. Check ignition harness
21. Check vacuum pump and lines
22. Check firewalls for cracks
23. Check firewall seals
24. Check condition and tension of generator or alternator drive belt
25. Check condition of generator or alternator and starter
26. Replace vacuum regulator filter

ENGINE - RIGHT- ROUTINE

1. Drain oil - See Note 1
2. Clean pressure oil strainer
3. Fill engine with oil - per Lubrication Chart
4. Check oil, fuel lines for leaks, security and chafing
5. Check exhaust system - visual
6. Check engine cowling & cooling baffles

PROPELLER - LEFT AND RIGHT- DETAILED

1. Remove and inspect spinner and back plate
2. Inspect blades for nicks and cracks
3. Check for grease and oil leaks
4. Lubricate per Lubrication Chart
5. Check spinner mounting brackets for cracks
6. Check propeller mounting bolts for safety
7. Inspect hub parts for cracks and corrosion
8. Check blades for tightness in hub pilot tube, Piper Service Manual
9. Check propeller air pressure (Check at least once a month)

EMPENNAGE- DETAILED

1. Remove inspection panels
2. Check vertical fin - security - damage
3. Insp. rudder trim mechanism
4. Check stabilator bearings, and horns for damage and operation
5. Check stabilator - trim mechanism - clean - lubricate
6. Check stabilator, fin and rudder surfaces for damage
7. Check aileron, rudder, stabilator, trim cables, turnbuckles, guides and pulleys for safeties, damage and operation
8. Check rotating beacon - security - operation

9. Lubricate per lubrication chart
10. Check security of AutoPilot bridle cable clamps
11. Reinstall inspection plates

LANDING GEAR- ROUTINE

1. Check tires - condition - pressure
2. Check brake lining and disc
3. Check oleo struts - proper extension

TURBOCHARGER GROUP
ENGINE - LEFT - DETAILED

1. Inspect all air inlet ducting and compressor discharger ducting for worn spots, loose clamps or leaks
2. Inspect engine air inlet assembly for cracks, loose clamps and screws
3. Inspect waste-gate housing, exhaust ducting and exhaust stacks for signs of leaks or cracks
4. Carefully check all Turbo support brackets, struts, etc. for breakage, sagging or wear
5. Check all oil lines, fuel lines and fittings for wear, leakage, heat damage or fatigue
6. Actuate waste-gate control, check spring preload and examine control for any pending sign of breakage
7. Inspect injector system for signs of fuel dye indicating leaks. NOTE: If dye stains are present, check for loose connections and proper installation of air bleed nozzle shrouds
8. Clean Turbocharger oil filter per Service Manual at every oil change
9. Remove inlet hose to compressor and visually inspect compressor wheel

500 Hr. See Special Inspection
OPERATIONAL INSPECTION
SERVICE PUBLICATIONS
INSPECTION LOG - WRITTEN ENTRY

Note 1 - 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 hrs.

PIPER Customer Services

PA-30 & 39 TWIN COMANCHE
& TURBO TWIN COMANCHE
PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

EVENT INSPECTION RECORD

I certify that in accordance with a Progressive Inspection - Piper Programmed Inspection - the routine and detailed inspections were performed in accordance with the pertinent event inspection and the aircraft is approved for return to service.

INSP	A/C TIME	DATE	W.O.#	SIGNATURE - CERTIFICATE
50	2755.8	21-09-8		John C Thompson 062269889
100	LF TACH 19.9 2802.75	6-02-9		Joseph W Schmidt
150	LF TACH 12.9 2858	25-04-9		Joseph W Schmidt
200	LF TACH 65.0	4-6-9		Joseph W Schmidt
250	LF TACH 113.2	9 Aug 9		Joseph W Schmidt
300				
350				
400	145.0	8-APR-80		Joseph W Schmidt Engine overhauled. AETT 2990.11
450				
500				

INSP	A/C TIME	DATE	W.O.#	SIGNATURE - CERTIFICATE
550				
600				
650				
700				
750				
800				
850				
900				
950				
1000				

PIPER PROGRAMMED INSPECTION

MODEL	SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NO.	PROPELLER SERIAL NO

EVENT INSPECTION RECORD AND SIGN OFF SHEET

I have inspected this aircraft in accordance with Piper Aircraft Corporation's Programmed Inspection Procedures and a list of discrepancies have been given to the owner/operator, and appropriate entries have been made in the Aircraft and Engine Logbooks. Read Notes below before signing sheet.

EVENT	INSP	A/C TIME	DATE	W.O.#	SIGNATURE - CERTIFICATE*
1	50	2755.8	21-09-8		John C Thompson 2626989
2	100	2803.25	6-03-9		2212762
3	150	2858.	25-07-9		
4	200	LF TACH 65.0	4-6-9		
1	250	LF TACH 118.2	9AUG9		
2	300	LF TACH 145.0	8APR80		
3	350	LF TACH 145.0	8APR80		
4	400	LF TACH 145.0	8APR80		
1	450				
2	500				

EVENT	INSP	A/C TIME	DATE	W.O.#	SIGNATURE - CERTIFICATE*
3	550				
4	600				
1	650				
2	700				
3	750				
4	800				
1	850				
2	900				
3	950				
4	1000				

NOTES

1. Proper inspection procedures are the responsibility of the individual performing the inspection and must be made in accordance with all applicable current Federal Aviation Regulations. Always check for and use only current information.
2. The signatures signify that this aircraft has been thoroughly inspected and found airworthy in accordance with all appropriate current Federal Aviation Regulations and that appropriate entries have been made in Aircraft and Engine Logbooks.
3. Work order column is applicable only to FAA Approved Repair Stations.

PIPER Customer Services

PA-30 & 39 TWIN COMANCHE & TURBO TWIN COMANCHE PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

CYCLE INSPECTION AND RECORD

1. APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH AND RECORDED
2. APPLICABLE MANUFACTURERS SERVICE PUBLICATIONS ARE COMPLIED WITH AND RECORDED
3. CHECK PROPER FLIGHT MANUAL AND OTHER DOCUMENTS, WHICH MUST BE IN THE AIRCRAFT
4. PIPER PROGRAMMED INSPECTION RECORDS IN ORDER AND PROPERLY SIGNED OFF
5. OUTSTANDING CONDITIONS HAVE BEEN CORRECTED AS LISTED ON CONDITION REPORT
6. MINIMUM ONE CYCLE COMPLETED WITHIN 12 MONTHS

CYCLE	DATE	TACH	REMARKS	SIGNATURE AND CERTIFICATE#
#1 200 Hr.				
#2 400 Hr.				
#3 600 Hr.				
#4 800 Hr.				
#5 1000 Hr.				

PIPER PROGRAMMED INSPECTION

MODEL	SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NO.	PROPELLER SERIAL NO.

CONTINUOUS CYCLE INSPECTION RECORD AND SIGN OFF SHEET

1. CURRENT F.A.A. APPROVED FLIGHT AND OWNER'S MANUAL OR PILOT'S OPERATING HANDBOOK ARE IN THE AIRCRAFT.
2. AIRCRAFT AND ENGINE LOGBOOKS ARE IN THE AIRCRAFT AND APPROPRIATE ENTRIES MADE IN THESE LOGBOOKS.
3. REGISTRATION CERTIFICATE IN AIRCRAFT AND PROPERLY DISPLAYED.
4. AIRWORTHINESS CERTIFICATE IN AIRCRAFT AND PROPERLY DISPLAYED.
5. RADIO STATION F.C.C. LICENSES IN AIRCRAFT AND PROPERLY DISPLAYED.
6. AIRCRAFT EQUIPMENT LIST - WEIGHT AND BALANCE - F.A.A. FORM 337 (IF APPLICABLE) ARE IN AIRCRAFT AND IN PROPER ORDER.
7. APPLICABLE MANUFACTURER'S SERVICE INFORMATION HAS BEEN COMPLIED WITH.
8. APPLICABLE F.A.A. AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
9. PIPER PROGRAMMED INSPECTION RECORDS IN ORDER AND PROPERLY SIGNED OFF.
10. OUTSTANDING CONDITIONS HAVE BEEN CORRECTED AS LISTED ON CONDITION RECORD.

MINIMUM OF AT LEAST ONE CYCLE MUST BE COMPLETED WITHIN 12 MONTHS

CYCLE	DATE	TACH	REMARKS	SIGNATURE AND CERTIFICATE#
#1 200 Hr.				
#2 400 Hr.				
#3 600 Hr.				
#4 800 Hr.				
#5 1000 Hr.				

PA-30 & 39 TWIN COMANCHE
& TURBO TWIN COMANCHE
PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

SPECIAL INSPECTIONS

500 HOUR

ENGINES
1. Remove and flush oil radiator

PROPELLERS
1. Remove and desludge

LANDING GEAR
1. Check torque link bolts and bushings (Rebush as required)
2. Check drag link bolts (Replace as required)
3. Replace rubber assist cords

EMPENNAGE
1. Replace rudder hinge bolts

1000 HOUR

ENGINES
1. Remove and flush oil radiator
2. Replace flexible fuel and oil lines
3. Overhaul or replace magnetos
4. Overhaul or replace fuel pumps (Engine driven and electric)
5. Overhaul or replace vacuum pumps

WINGS
1. Check condition of bolts used with hinges and flap tracks

PROPELLERS
1. Remove, overhaul or replace

LANDING GEAR
1. Check drag end side brace link bolts (Replace as required)
2. Check drag link bolts (Replace as required)
3. Replace rubber assist cords

TURBOCHARGER GROUP - BOTH ENGINES
1. Remove all Turbocharger components from the engine. Inspect and repair or replace as necessary

1. ENGINE ACCESSORIES

Replace or overhaul as required or at engine overhaul, refer to Lycoming Service Instruction 1009

PIPER Customer Services

PA-30 & 39 TWIN COMANCHE & TURBO TWIN COMANCHE PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

OPERATIONAL INSPECTION

CHECK FUEL PUMPS AND FUEL TANK SELECTORS

CHECK FUEL QUANTITY AND PRESSURE OR FLOW GAUGES

CHECK OIL PRESSURE AND TEMPERATURES

CHECK ALTERNATOR OUTPUTS

CHECK MANIFOLD PRESSURE

CHECK ALTERNATE AIR

CHECK PARKING BRAKE

CHECK VACUUM GAUGE

CHECK CABIN HEATER OPERATION

CHECK MAGNETO SWITCH OPERATION

CHECK MAGNETO R.P.M. VARIATION

CHECK THROTTLE AND MIXTURE OPERATION

CHECK PROPELLERS FOR SMOOTHNESS AND CONSTANT SPEED

CHECK ELECTRONIC EQUIPMENT OPERATION

CHECK GYROS OPERATION

CHECK COMPASS

1. AFTER ENGINE RUNUP - CHECK FOR OIL - AND FUEL LEAKS IN ENGINE COMPARTMENTS

PIPER Customer Services

PA-30 & 39 TWIN COMANCHE
& TURBO TWIN COMANCHE
PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

CONDITION REPORT

CONDITION	SIGNATURE	DATE	CORRECTIVE ACTION	W.O.#	SIGNATURE	DATE
Popped Rivets LE Exh Track	J Mahnke	6-02-9	Replaced Rivets		J Mahnke	7-6-9
LF Engine T.O. RPM 2575	J Mahnke	25-04-9	Adjed to 2650		J Mahnke	11-04-9
LF Engine Surges	J Mahnke	1 MAY 79	Replaced Governor		J Mahnke	11-04-9
RT Engine Surges @ T.O	J Mahnke	11 MAY 79	Replaced Governor	P/O 11-05-9	J. Mahnke	9-6-9
RT 1/8 Brake Rocks Worn	J Mahnke	15 MAY 79	Replaced Rocks		J Mahnke	16 MAY 79
RT CHT Probe Inop	J Mahnke		Replaced Probe		J Mahnke	3 July 79
Down Lte Landing Gear Inop	J Mahnke	9-08-9	Replaced Lite		J Mahnke	9-08-9
Wires Blocken at LE Gear Dn	J Mahnke	9-08-9	Repaired Wires		J Mahnke	9-08-9
LF EGT Inop	J Mahnke	8-04-0				
RT EGT Unreliable	J Mahnke	8-04-0				

SERVICE LETTER INDEX

DATE: June 2, 1975

	MODEL/SERIES:	NUMBER	DATE	MODELS AFFECTED	PART/KIT NO.
	PA-30/39 Twin Comanche Series				
C/W	Air Flow Modification Kit INSTALLED	558	7/1/70	PA-30	760 409
NA	Alternate Air Valve Bracket, Rajay, Inspection of EQUIP NOT INSTALLED	623	8/9/72	PA-30/39 T.C.	**
NA	Alternator Inoperative Warning Light, Revised	642	2/19/73	PA-39	760 711
NA	Auxiliary Power Receptacle Installation, Modification to the SERIAL #30-1659 UP	511	11/30/68	PA-30	760 182
	Bulkhead Inspection, Fuselage Aft INSPECT EVERY 100 HRS	679	1/21/74	PA-30/39	760 783
NA	Check List, Emergency Gear, Revision to SERIAL # 30-1717 UP	574	3/22/71	PA-30/39	
NA	Circuit Breaker Switch Inspection, 90 Amp Alternator SERIAL # 30-1717 UP	584	7/8/71	PA-30/39	
C/W	Control Surface Travel and Cable Tension	542	2/17/70	PA-30	
	Corrosion Protection, Exhaust, Wing Panel NOW	599	11/23/71	PA-30/39	
NA	Counter Rotating Power Plant Conversion - Kit	552	5/1/70	PA-30	760 368
NA	Dome Light Mounting Screw, Rear Cabin SERIAL # 1717 UP	565	10/13/70	PA-30/39	
	Drag Link Assembly, Nose Gear, Inspection of NOW - WASHERS NOT INSTALLED	430	8/17/64	PA-30	
C/W	Drain Holes, Fuselage Nose Cone	541	12/4/69	PA-30	
NA	Drain Holes in PA-30 Cowling SERIAL # 30-1 TO 30-85	411	10/17/63	PA-30	
NA	Electrical Switch Installations, Addition of Lock Washers to SERIAL # 30-1948 AND 30-1754 SERIAL # 30-1 TO 30-852 30-854 TO 30-901	525	2/28/69	PA-30	**
NA	FAA Airworthiness Directive No. 66-12-2 (Temporary Revision to Airspeed Limits)	477	5/18/66	PA-30	
	Flap System Maintenance, Wing PERIODIC INSP REQUIREMENT	595	10/11/71	PA-30/39	
NA	Fuel Cells SERIAL # 30-1 TO 30-612	449A	2/18/69	PA-30	
NA	Fuel Flow Gauge, Replacement of SERIAL # 30-1 TO 30-195 30-197 TO 30-304	418	12/16/63	PA-30	24536-00
C/W	Fuel Injection, Bendix RS NEW INJECTORS	464A	11/12/65	PA-30	**
C/W	Fuel Injector Inlet Screens, Replacement of DUE TO YEAR OF A/C	417	12/16/63	PA-30	756 782
C/W	Fuel Selector Valve Control Handle Modification NEW VALVES INSTALLED	657	9/13/73	PA-30/39	760 788

*No longer in file - available upon request.
**Reference appropriate Service Letter for material identification.

SERVICE LETTER INDEX

DATE: June 1975

MODEL/SERIES:	NUMBER	DATE	MODELS AFFECTED	PART/KIT NO.
PA-30/39 Twin Comanche Series (Continued)				
C/W Fuel Selector Valve Control Handle Replacement REPLACED	539	2/18/70	PA-30	760 356, 760 357
Fuel Selector Valve Housing, Stainless Steel N/C	589	8/18/71	PA-30	757 187
N/A Fuel Valve Control Stop, Installation of SERIAL # 30-1 TO 30-131	408	10/9/63	PA-30	756 774
C/W Hartzell Service Bulletin No. 96 Supplement No. 1 AT OVERHAUL	570	1/5/71	PA-30	
N/A Heater Air Distribution Box Attachment Screws, Inspection of SERIAL #30-1 TO 30-278	419	2/24/64	PA-30	**
N/A Heater Valve Friction Spring Installation SERIAL # 30-1 TO 30-224	416	12/3/63	PA-30	756 779
Landing Gear (Nose) System Inspection NO LONGER REQ. INSPECTION REQUIREMENT 100hr	575	4/8/71	PA-30/39	
N/A Lycoming Service Bulletin No. 300A SERIAL # 30-644 & BELOW	439	11/13/64	PA-30	
N/A Micro Switch Inspection, Adjustable Duct TYPE	598	11/16/71	PA-39	487 940
N/A Nose Gear Retraction Tube, Replacement of SERIAL # 30-131 & BELOW.	409	10/9/63	PA-30	21109-05
Nose Landing Gear System Product Advancement Information NEW	596	11/19/71	PA-30/39	**
N/A Nose Wheel Well, Sealing of the SERIAL # 30-1 TO 30-205	415	12/3/63	PA-30	
N/A Owner's Handbooks, New SERIAL # 30-1717 TO 30-2080	549	3/20/70	PA-30	**
N/A Placard, "Generators On", Installation of SERIAL # 30-1 TO 30-404	424	4/20/64	PA-30	**
C/W Propeller Blades, Inspection of PREFLIGHT ITEM	461	9/28/65	PA-30	
Propeller Flange Inspection, Crankshaft (per Lycoming Service Bulletin No. 300) and Propeller				
NA Blades, Inspection of (per Hartzell Service Bulletin No. 86) SERIAL # 30-302 & BELOW	426	6/26/64	PA-30	
C/W Propeller Installation AT PROP INSTALLATION	627	9/1/72	PA-30/39	
NA Propeller Spinner Assembly, Rework of SERIAL # 30-394 & BELOW	422	3/10/64	PA-30	756 796
C/W Propellers, Hartzell, Revised	564	9/28/70	PA-30/39	**
N/A Rajay Corporation Service Letter No. 10 (Relocation of Turbocharger Low Oil Pressure Warning				
NA Light Wire) TURBO A/C	490	6/28/67	PA-30	757 312

*No longer in file - available upon request.
**Reference appropriate Service Letter for material identification.

SERVICE LETTER INDEX

DATE: June 2, 1975

MODEL/SERIES:	NUMBER	DATE	MODELS AFFECTED	PART/KIT NO.
PA-30/39 Twin Comanche Series (Continued)				
N/A Rajay Service Letter No. 19, dated September 5, 1972	637	10/31/72	PA-30/39 T.C.	**
N/A Scavenge Pump, Oil, Rajay	557	6/16/70	PA-30	**
N/A Service Manual and Owner's Handbook, PA-30, Revisions to YEAR	460	9/17/65	PA-30	
N/A Spacer Bushing Installation, AutoPilot Servo SERIAL # 30-1717 TO 30-2000	566	9/25/70	PA-30/39	760 472
Stabilator Attachment Bolts NEW	667A	3/4/74	PA-30	**
N/A Transmission Assemblies, Landing Gear Retraction and Flap Control, Inspection of ORIGINAL PART INSTALLED	650	9/27/73	PA-30/39	**
N/A Turbocharger Waste Gate Return Spring	556A	9/21/70	PA-30/39	**
N/A Voltage Regulation Component Grounding "C" TYPE	532	7/7/69	PA-30	760 332
4/W Fin front spar modification	777	6-16-76	Pa30/39	
4/W Landing gear manual extension insp.	782 8	3-21-77 12-1	Pa30/39	
4/W Aileron spar inspection & reinforcement	787	12-1-76	Pa30/39	
	851			

*No longer in file - available upon request.

**Reference appropriate Service Letter for material identification.

PIPER PROGRAMMED INSPECTION

MODEL	SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NO.	PROPELLER SERIAL NO.

EVENT INSPECTION RECORD AND SIGN OFF SHEET

I have inspected this aircraft in accordance with Piper Aircraft Corporation's Programmed Inspection Procedures and a list of discrepancies have been given to the owner/operator, and appropriate entries have been made in the Aircraft and Engine Logbooks. Read Notes below before signing sheet.

EVENT	INSP	A/C TIME	DATE	W.O.#	SIGNATURE - CERTIFICATE*
1	50				
2	100				
3	150				
4	200				
1	250				
2	300				
3	350				
4	400				
1	450				
2	500				

EVENT	INSP	A/C TIME	DATE	W.O.#	SIGNATURE - CERTIFICATE*
3	550				
4	600				
1	650				
2	700				
3	750				
4	800				
1	850				
2	900				
3	950				
4	1000				

NOTES

1. Proper inspection procedures are the responsibility of the individual performing the inspection and must be made in accordance with all applicable current Federal Aviation Regulations. Always check for and use only current information.
2. The signatures signify that this aircraft has been thoroughly inspected and found airworthy in accordance with all appropriate current Federal Aviation Regulations and that appropriate entries have been made in Aircraft and Engine Logbooks.
3. Work order column is applicable only to FAA Approved Repair Stations.

PIPER PROGRAMMED INSPECTION

MODEL	SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NO.	PROPELLER SERIAL NO.

CONTINUOUS CYCLE INSPECTION RECORD AND SIGN OFF SHEET

1. CURRENT F.A.A. APPROVED FLIGHT AND OWNER'S MANUAL OR PILOT'S OPERATING HANDBOOK ARE IN THE AIRCRAFT.
2. AIRCRAFT AND ENGINE LOGBOOKS ARE IN THE AIRCRAFT AND APPROPRIATE ENTRIES MADE IN THESE LOGBOOKS.
3. REGISTRATION CERTIFICATE IN AIRCRAFT AND PROPERLY DISPLAYED.
4. AIRWORTHINESS CERTIFICATE IN AIRCRAFT AND PROPERLY DISPLAYED.
5. RADIO STATION F.C.C. LICENSES IN AIRCRAFT AND PROPERLY DISPLAYED.
6. AIRCRAFT EQUIPMENT LIST - WEIGHT AND BALANCE - F.A.A. FORM 337 (IF APPLICABLE) ARE IN AIRCRAFT AND IN PROPER ORDER.
7. APPLICABLE MANUFACTURER'S SERVICE INFORMATION HAS BEEN COMPLIED WITH.
8. APPLICABLE F.A.A. AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
9. PIPER PROGRAMMED INSPECTION RECORDS IN ORDER AND PROPERLY SIGNED OFF.
10. OUTSTANDING CONDITIONS HAVE BEEN CORRECTED AS LISTED ON CONDITION RECORD.

MINIMUM OF AT LEAST ONE CYCLE MUST BE COMPLETED WITHIN 12 MONTHS

CYCLE	DATE	TACH	REMARKS	SIGNATURE AND CERTIFICATE#
#1 200 Hr.				
#2 400 Hr.				
#3 600 Hr.				
#4 800 Hr.				
#5 1000 Hr.				

CONDITION REPORT

CONDITION	SIGNATURE	DATE	CORRECTIVE ACTION	W.O.#	SIGNATURE	DATE

PIPER Customer Services

PROGRAMMED INSPECTION

SERIAL NUMBER	REGISTRATION NUMBER

SERVICE PUBLICATION COMPLIANCE RECORD

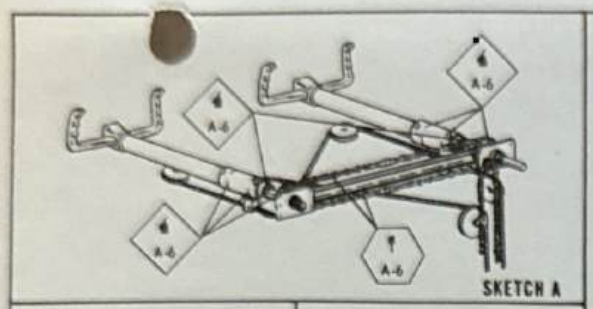
MANUFACTURER	PUBLICATION	NUMBER	COMPLIANCE DATE	A/C HOURS	W.O.#	SIGNATURE & CERTIFICATE#

PIPER PROGRAMMED INSPECTION

MODEL	SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NO.	PROPELLER SERIAL NO.

FAA AIRWORTHINESS DIRECTIVES COMPLIANCE RECORD

NUMBER	DATE	ACFT. HRS.	METHOD OF COMPLIANCE	W.O.#	SIGNATURE AND CERTIFICATE#



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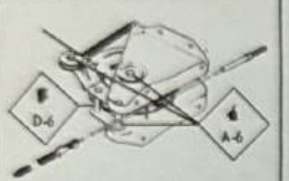

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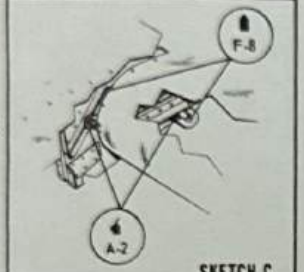

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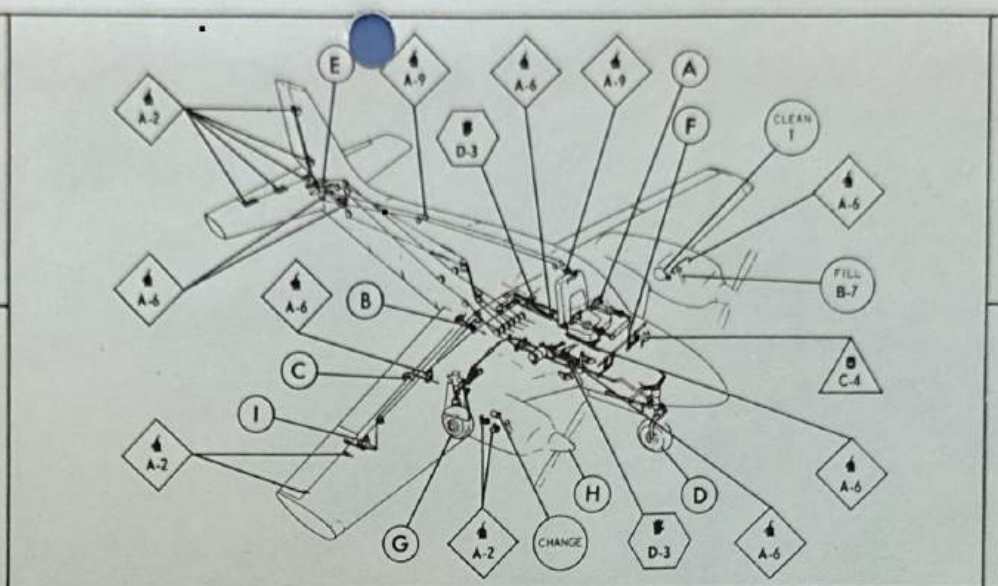

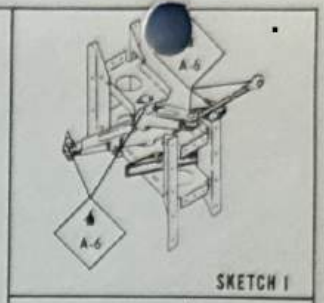

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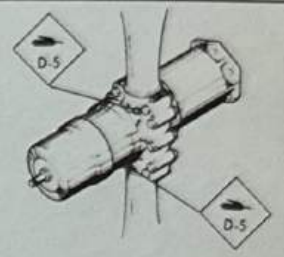

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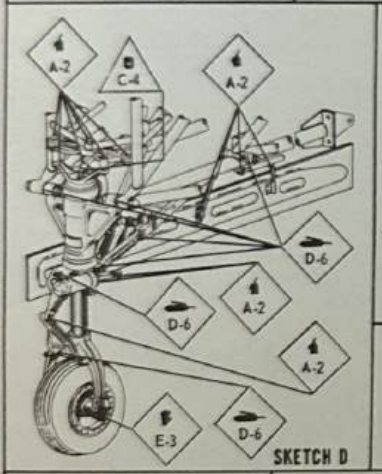

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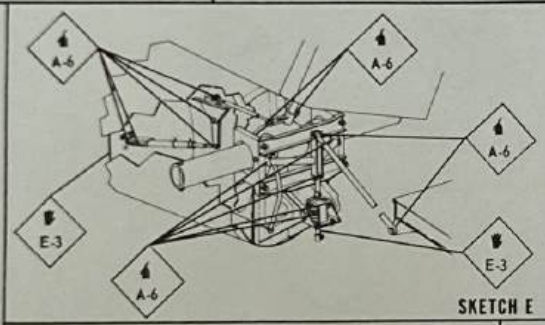

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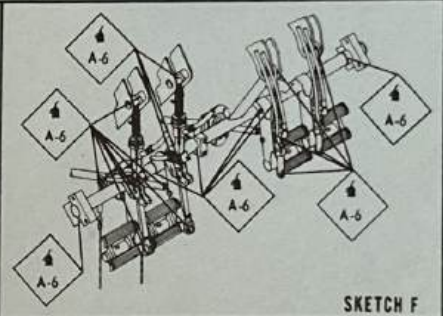

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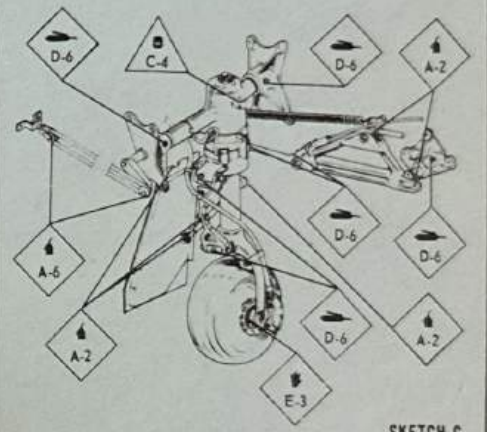


SKETCH G

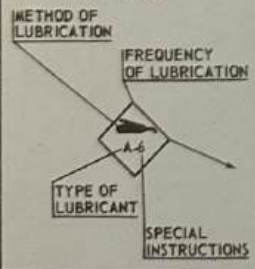
FREQUENCY

DAILY | 50 | 100 | 500 | AS REQUIRED

METHOD

HAND or PACK | OIL CAN | GREASE GUN | SPRAY CAN | BRUSH | HYDRAULIC FLUID

EXAMPLE



LUBRICATION CHART

TYPE OF LUBRICANTS

IDENTIFICATION LETTER	SPECIFICATION	LUBRICANT
A	MIL-L-7870	LUBRICATING OIL, GENERAL PURPOSE, LOW TEMPERATURE
B	MIL-L-6082	LUBRICATING OIL, AIRCRAFT RECIPROCATING ENGINE (PISTON) GRADE AS SPECIFIED SAE 50 ABOVE 60° F AIR TEMP. SAE 40 30° TO 90° F AIR TEMP. SAE 30 0° TO 70° F AIR TEMP. SAE 20 BELOW 10° F AIR TEMP.
C	MIL-H-5606	HYDRAULIC FLUID, PETROLEUM BASE
D	MIL-G-23827	GREASE, AIRCRAFT AND INSTRUMENT, GEAR AND ACTUATOR SCREW
E	MIL-G-3545	GREASE, AIRCRAFT, HIGH TEMPERATURE
F		ALL PURPOSE SLIP SPRAY DUPONT NO. 6611

SPECIAL INSTRUCTIONS

1. AIR FILTER – TO CLEAN FILTER, TAP GENTLY TO REMOVE DIRT PARTICLES. DO NOT BLOW OUT WITH COMPRESSED AIR OR USE SOLVENT. REPLACE FILTER IF PUNCTURED OR DAMAGED. TURBOCHARGED ENGINES – CLEAN FILTER IN SOLVENT AND ALLOW TO DRY. DIP IN SAE 10 OIL AND ALLOW TO DRAIN FOUR HOURS.
2. BEARINGS AND BUSHINGS – CLEAN EXTERIOR WITH A DRY TYPE SOLVENT BEFORE RELUBRICATING.
3. LANDING GEAR AND FLAP TRANSMISSIONS AND SCREWS, TRIM SCREWS AND WHEEL BEARINGS – DISASSEMBLE AND CLEAN WITH A DRY TYPE SOLVENT. WHEN REASSEMBLING TRANSMISSIONS, FILL WITH LUBRICANT AND APPLY A THIN COATING TO SCREW.
4. OLEO STRUTS AND BRAKE RESERVOIR – FILL PER INSTRUCTIONS ON UNIT OR CONTAINER, OR REFER TO SERVICE MANUAL, SECTION II.
5. PROPELLER – REMOVE ONE OF THE TWO GREASE FITTINGS FOR EACH BLADE. APPLY GREASE THROUGH FITTING UNTIL FRESH GREASE APPEARS AT HOLE OF REMOVED FITTING.
6. LUBRICATION POINTS – WIPE ALL LUBRICATION POINTS CLEAN OF OLD GREASE, OIL DIRT, ETC., BEFORE RELUBRICATING.
7. LUBRICATING OIL – 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.
8. LUBRICATE FLAP TRACK WITH DUPONT'S ALL PURPOSE SLIP SPRAY #6611. FLAPS REQUIRE CLEANING AND LUBRICATION AFTER EXPOSURE TO AN ABNORMAL QUANTITY OF WATER. FLAPS WITH NYLON ROLLERS WILL NOT REQUIRE LUBRICATION ON EITHER FLAP TRACKS OR ROLLERS.
9. OVERHEAD TRIM PULLEYS – LUBRICATION MAY BE EXTENDED TO 250 HOURS WHEN DUSTY CONDITIONS ARE AT A MINIMUM.

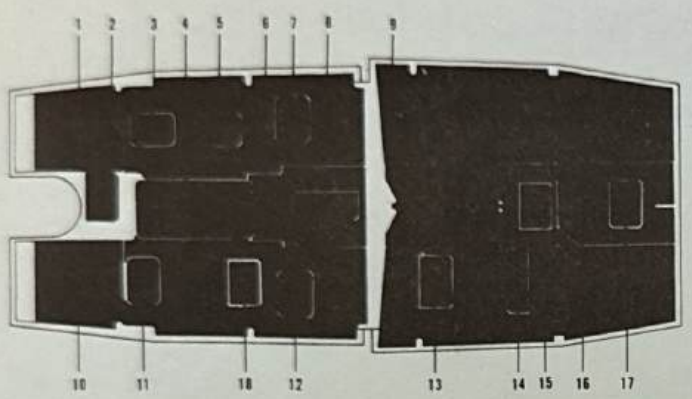
NOTES

1. WHEEL BEARINGS REQUIRE CLEANING AND REPACKING AFTER EXPOSURE TO AN ABNORMAL QUANTITY OF WATER.
2. SEE LYCOMING SERVICE INSTRUCTIONS NO. 1014 FOR USE OF DETERGENT OIL.

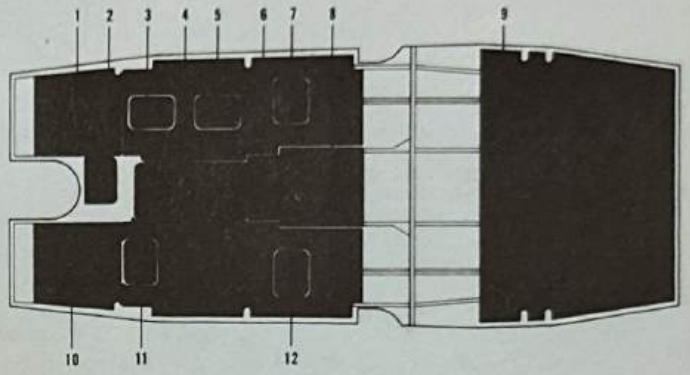
CAUTIONS

1. DO NOT USE HYDRAULIC FLUID WITH A CASTOR OIL OR ESTER BASE.
2. DO NOT OVER-LUBRICATE COCKPIT CONTROLS.
3. DO NOT APPLY LUBRICANT TO RUBBER PARTS.

700105

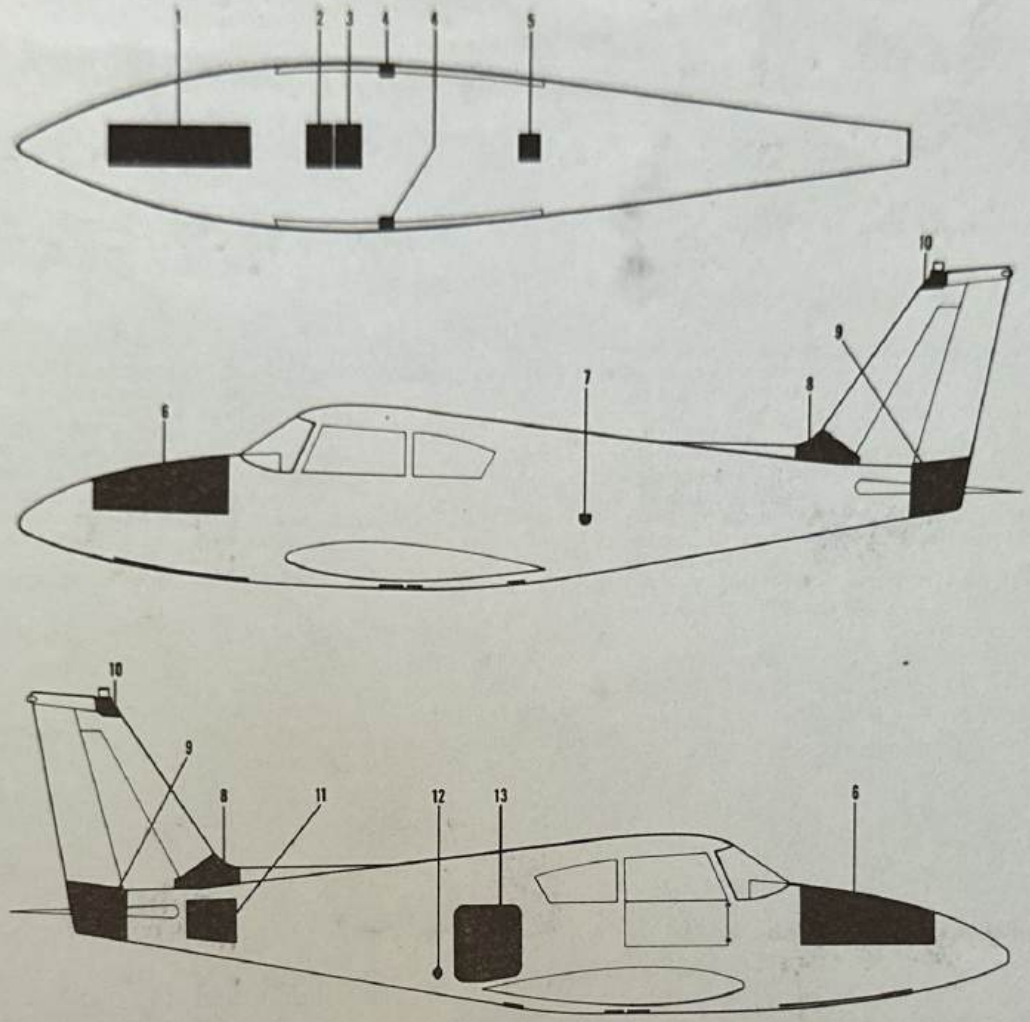


SERIAL NOS. 30-1 TO 30-852, 30-854 TO 30-901 INCL.



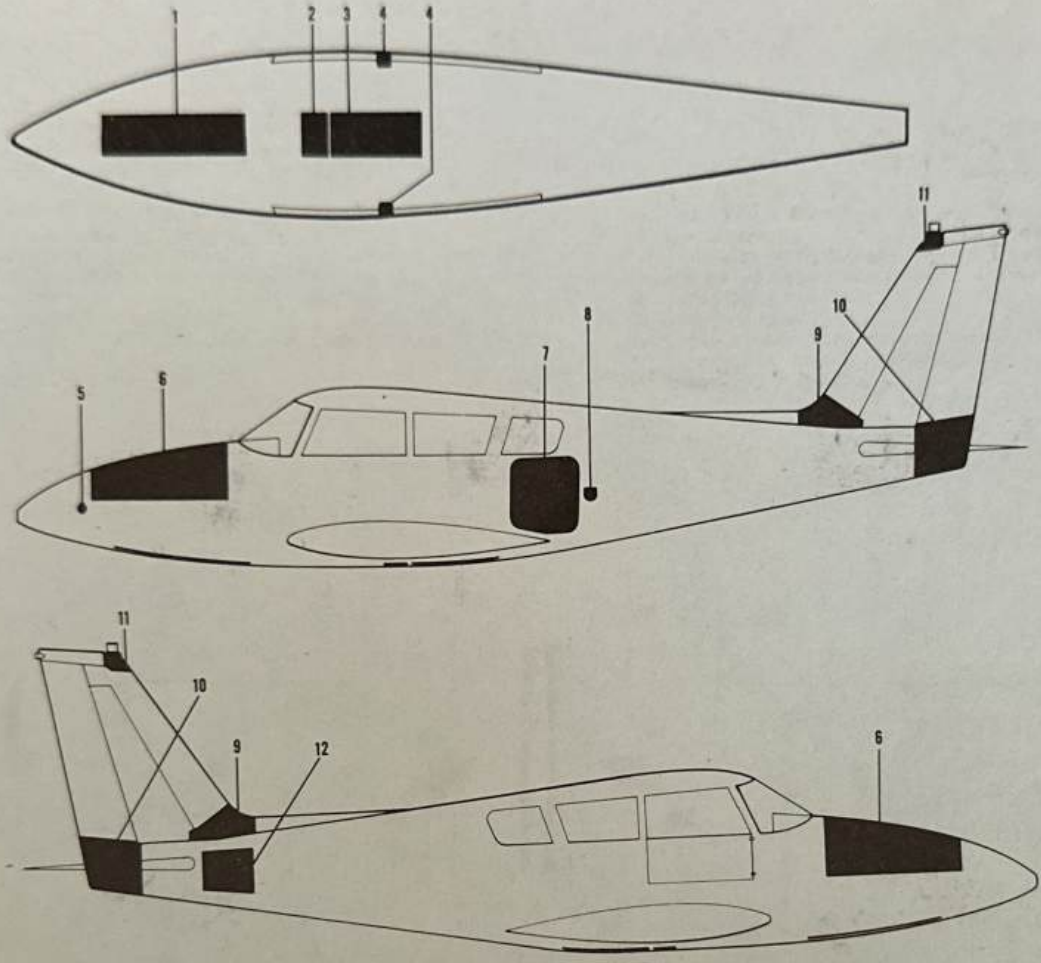
SERIAL NOS. 30-853 AND 30-902 AND UP, AND 39-1 AND UP

1. ELECTRICAL WIRES, OXYGEN CONTROL CABLE
2. FUSE PANEL
3. ELECTRICAL WIRES, FUEL LINE RIGHT ENGINE
4. LANDING GEAR RETRACTION TRANSMISSION ASSEMBLY
5. ELECTRICAL WIRES, FUEL LINE RIGHT ENGINE
6. FUEL PUMPS, FUEL SELECTOR VALVE CONTROLS
7. MAIN FUEL CELL OUTLET LINE, ELECTRICAL WIRES
8. FUEL SELECTOR VALVES AND DRAINS
9. MAIN GEAR PUSH-PULL CONTROL CABLES, BRAKE LINE, RIGHT GEAR AND TIP TANK FUEL LINE
10. CONTROL CABLE PULLEY CLUSTER, BRAKE LINES, AUTO-PILOT PITCH SERVO
11. CONTROL CABLES
12. BRAKE LINES, MAIN FUEL CELL OUTLET LINE, CONTROL CABLES
13. CONTROL CABLE PULLEY CLUSTER, BRAKE LINE LEFT GEAR, TRIM SENSOR, MAIN GEAR PUSH-PULL CONTROL CABLE, TIP TANK FUEL LINE
14. AILERON AND FLAP CONTROL PULLEYS
15. FLAP ACTUATING TRANSMISSION ASSEMBLY, FLAP CONTROL PULLEYS, AUTOPILOT PITCH SERVO
16. ELECTRICAL WIRES, FUSELAGE STRINGERS
17. GYRO AMPLIFIER
18. CONTROL CABLES
19. CONTROL CABLES AND PULLEYS, FUSELAGE STRINGERS



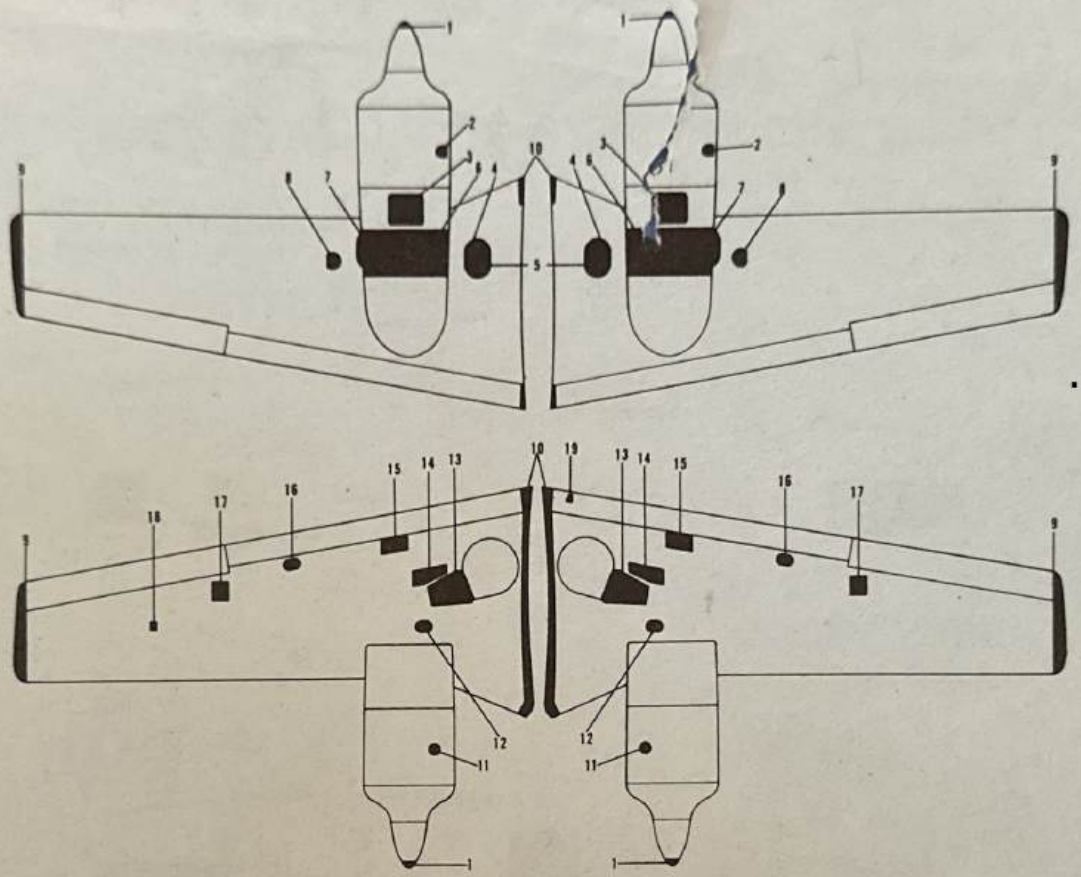
1. NOSE LANDING GEAR
2. FUEL SELECTOR VALVES, FUEL DRAINS, FUEL SCREENS
3. MAIN GEAR PUSH-PULL CONTROL CABLES, FLAP POSITION SENDING UNIT
4. MAIN FUEL CELL OUTLET
5. FUSELAGE AFT SECTION INTERIOR
6. BRAKE FLUID RESERVOIR, CENTRAL AIR FILTER, HEATER, NOSE GEAR, VOLTAGE REGULATORS, PARALLELING RELAY
7. OXYGEN FILLER
8. VERTICAL FIN ATTACHMENT BOLTS
9. RUDDER CONTROL HORN, STABILATOR TORQUE TUBE, STABILATOR CONTROL STOPS, STABILATOR TRIM MECHANISM
10. ROTATING BEACON
11. STABILATOR BALANCE ARM AND WEIGHT, STABILATOR CONTROL CABLE ATTACHMENT ENDS, RUDDER TRIM BUNGEE
12. EXTERNAL POWER RECEPTACLE
13. BAGGAGE AREA, BATTERY

ACCESS PLATES AND PANELS, FUSELAGE PA-30, SERIAL NOS. 30-1 TO 30-852 INCL. AND 30-854 TO 30-901 INCL.



1. NOSE LANDING GEAR
2. FUEL SELECTOR VALVES, FUEL DRAINS, FUEL SCREENS
3. MAIN LANDING GEAR PUSH-PULL CONTROL CABLES, FLAP ACTUATING TRANSMISSION, FLAP POSITION SENDER UNIT, AUTOPILOT
4. MAIN FUEL CELL OUTLET
5. EXTERNAL POWER RECEPTACLE
6. BATTERY, VOLTAGE REGULATOR, BRAKE FLUID RESERVOIR, CENTRAL AIR FILTER, HEATER, NOSE GEAR, PARALLELING RELAY
7. BAGGAGE AREA
8. OXYGEN FILLER
9. VERTICAL FIN ATTACHMENT BOLTS
10. RUDDER CONTROL HORN, STABILATOR TORQUE TUBE, STABILATOR CONTROL STOPS, STABILATOR TRIM MECHANISM
11. ROTATING BEACON
12. STABILATOR BALANCE ARM AND WEIGHT, STABILATOR CONTROL CABLE ATTACHMENT ENDS, RUDDER TRIM BUNGEE

ACCESS PLATES AND PANELS, FUSELAGE PA-30, SERIAL NOS. 30-453, 30-902 AND UP, 39-1 AND UP



1. PROPELLER RECHARGE VALVE
2. OIL FILLER
3. VACUUM REGULATOR, ENGINE CONTROL CABLES AND ELECTRICAL WIRE CONNECTIONS
4. FUEL CELL, MAIN
5. FUEL CELL FILLER, MAIN
6. NACELLE INTERIOR
7. FUEL CELL, AUXILIARY
8. FUEL CELL FILLER, AUXILIARY
9. WING TIP
10. ENGINE CONTROL CABLES, ELECTRICAL WIRE CONNECTORS, FUEL LINE CONNECTIONS, STATIC AIR LINE CONNECTIONS, BRAKE LINE CONNECTIONS AND FRONT AND REAR SPAR ATTACHMENT POINTS
11. ENGINE OIL DRAIN
12. FUEL CELL OUTLET, AUXILIARY
13. MAIN LANDING GEAR AND BRAKE ASSEMBLY
14. BUNGEE CORD
15. FLAP BELLCRANK
16. AILERON CABLE PULLEYS
17. AILERON BELLCRANK
18. PITOT TUBE
19. STEP LOCK ADJUSTMENT