PIPER AIRCRAFT CORPORATION

INSPECTION REPORT

This form meets requirements of FAR Part 43 • Inspections must be performed by persons authorized by the FAA.

Make: **PIPER TWIN COMANCHE**	Model: **PA - 30 / 39**	Serial No.:	Registration No.:

Circle Type of Inspection (See Notes 1, 2, 3 and 4)
50 100 500 1000 Annual

DESCRIPTION	L	R	50	100	500	1000	Inspector
A. PROPELLER GROUP							
— WARNING —							
USE EXTREME CAUTION WHEN ROTATING PROPELLERS BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF. GROUND MAGNETO PRIMARY CIRCUIT BEFORE WORKING ON ENGINE.							
1. Inspect spinner and back of plate for cracks	O	O	O	O	O	O	
2. Inspect blades for nicks and cracks	O	O	O	O	O	O	
3. Inspect for grease and oil leaks	O	O	O	O	O	O	
4. Lubricate per lubrication chart in Section II	O	O		O	O	O	
5. Inspect spinner mounting brackets for cracks	O	O		O	O	O	
6. Inspect propeller mounting bolts and safety (Check torque if safety is broken)	O	O		O	O	O	
7. Inspect hub parts for cracks and corrosion	O	O		O	O	O	
8. Check propeller air pressure (Check at least once a month)	O	O		O	O	O	
9. Remove propellers; remove sludge from propeller and crankshaft	O	O			O	O	
11. Overhaul propeller (per latest Hartzell Service Letter No. 61)	O	O	As req'd by Hartzell Svc. Ltr. No. 61				
B. ENGINE GROUP							
— WARNING —							
GROUND MAGNETO PRIMARY CIRCUIT BEFORE WORKING ON ENGINE.							
NOTE							
Read Note 8 prior to completing this inspection group.							
1. Remove engine cowl	O	O	O	O	O	O	
2. Clean and check cowling for cracks, distortion and loose or missing fasteners	O	O		O	O	O	
3. Drain oil sump (See Note 5)	O	O	O	O	O	O	
4. Clean suction oil strainer at oil change (Check strainer for foreign particles)	O	O	O	O	O	O	
5. Clean pressure oil strainer (* each 25 hours) or change full flow cartridge oil filter (* each 50 hours). Check strainer or element for foreign particles	* O	O	O	O	O	O	
6. Inspect oil temperature sender unit for leaks and security	O	O		O	O	O	
7. Inspect oil lines and fittings for leaks, security, chafing, dents and cracks (See Note 7)	O	O		O	O	O	
8. Clean and check oil radiator cooling fins	O	O		O	O	O	
9. Remove and flush oil radiator	O	O			O	O	
10. Check rocker box covers for evidence of oil leaks. If found, replace gasket; torque cover screws 50 in.-lbs. (See Note 9)	O	O	O	O	O	O	
NOTE							
Lycoming requires a valve inspection be made after every 400 hours of operation. (See Note 10.)							

Perform all inspections or operations at each of the inspection intervals as indicated by a circle (0)

DESCRIPTION	L	R	50	100	500	1000	Inspector
11. Inspect wiring to engine and accessories (See Note 19). Replace damaged wires and clamps. Check terminals for security and cleanliness	O	O		O	O	O	
12. Inspect spark plug cable leads and ceramics for corrosioN and deposits	O	O	O	O	O	O	
13. Check cylinder compression (Ref: AC43.13-1A)	O	O		O	O	O	
14. Check cylinders for cracked or broken fins	O	O		O	O	O	
15. Fill engine with oil per Table II-IV and lubrication chart in Section II	O	O	O	O	O	O	
16. Clean engine	O	O		O	O	O	
17. Check condition of spark plugs (Clean and adjust gap as required, 0.015 to 0.018 or 0.018 to 0.022, per latest revision of Lycoming Service Instruction No. 1042)	O	O		O	O	O	
NOTE							
If fouling of spark plugs has been apparent, rotate bottom plugs to upper plugs.							
18. Inspect ignition harnesses and insulators for high tension leakage and continuity	O	O		O	O	O	
19. Inspect magneto main points for clearance - Maintain clearance at 0.018 ± 0.006	O	O		O	O	O	
20. Inspect magneto for oil seal leakage	O	O		O	O	O	
21. Inspect breaker felts for proper lubrication	O	O		O	O	O	
22. Inspect distributor block for cracks, burned areas or corrosion and height of contact springs	O	O		O	O	O	
23. Check magnetos to engine timing	O	O		O	O	O	
24. Overhaul or replace magnetos (See Note 6)							
25. Remove induction air filter and clean. Replace as required	O	O	O	O	O	O	
26. Remove and clean fuel injector inlet line screen (Clean injector nozzles as required) (Clean with acetone only)	O	O	O	O	O	O	
27. Inspect injector system for signs of fuel dye indicating leaks. If dye stains are present, check for loose connections and proper installation of air bleed nozzle shrouds	O	O	O	O	O	O	
28. Inspect alternate air takeoff assembly. Remove air duct hose to check door spring and hinge inside the assembly	O	O		O	O	O	
29. Inspect alternate air inlet valve bracket hinge pinholes for excessive wear. (Refer to the latest revision of Piper Service Letter No. 623.)	O	O		O	O	O	
30. Inspect intake seals for leaks and clamps for tightness	O	O		O	O	O	
31. Inspect condition of flexible fuel lines	O	O		O	O	O	
32. Replace flexible fuel lines (See Notes 6 and 7)	O	O				O	
33. Inspect fuel system for leaks (See Note 7)	O	O		O	O	O	
34. Inspect fuel pumps for operation (engine driven and electric)	O	O		O	O	O	
35. Overhaul or replace fuel pumps (engine driven and electric) (See Note 6)	O	O				O	
36. Inspect vacuum pumps and lines	O	O		O	O	O	
37. Overhaul or replace vacuum pumps (See Note 6)	O	O					

Owner:

Circle Type of Inspection (See Notes 1, 2, 3 and 4) 50 100 500 1000 Annual

DESCRIPTION	L	R	50	100	500	1000	Inspector
B. ENGINE GROUP (cont)							
38. Inspect throttle, alternate air, mixture and propeller governor controls for travel and operating condition	O	O		O	O	O	
39. Inspect exhaust stacks and gaskets	O	O	O	O	O	O	
40. Inspect breather tube for obstructions and security	O	O		O	O	O	
41. Inspect crankcase for cracks, leaks and security of seam bolts	O	O		O	O	O	
42. Inspect engine mounts for cracks and loose mounting	O	O		O	O	O	
43. Inspect rubber engine mount bushings for deterioration (See Note 12)	O	O		O	O	O	
44. Inspect all engine baffles	O	O		O	O	O	
45. Inspect fire walls for cracks	O	O		O	O	O	
46. Inspect fire wall seals	O	O		O	O	O	
47. Inspect condition and tension of generator or alternator drive belt	O	O		O	O	O	
48. Inspect condition of generator or alternator and starter	O	O		O	O	O	
49. Replace vacuum regulator filter	O	O		O	O	O	
50. Lubricate all engine controls (DO NOT lubricate teflon liners of control cables) (Refer to Section II)	O	O		O	O	O	
51. Overhaul or replace propeller governor. (Refer to the latest revision of Hartzell Service Letter No. 61)	O	O	Engine Overhaul or each 2000 hrs.				
52. Complete overhaul of engine or replace with factory rebuilt (See Note 6)	O	O	As req'd by Lycoming Svc. Instr. No. 1009				
C. TURBOCHARGER GROUP							
1. Inspect all air inlet ducting and compressor discharger ducting for worn spots, loose clamps or leaks	O	O	O	O	O	O	
2. Inspect engine air inlet assembly for cracks, loose clamps and screws	O	O	O	O	O	O	
3. Inspect waste-gate housing, exhaust ducting and exhaust stacks for signs of leaks or cracks	O	O	O	O	O	O	
4. Carefully check all turbo support brackets, struts, etc., for breakage, sagging or wear	O	O	O	O	O	O	
5. Inspect all oil lines, fuel lines, air lines and fittings for wear, leakage, heat damage or fatigue	O	O	O	O	O	O	
6. Actuate waste-gate control; check spring preload and examine control for any pending sign of breakage	O	O	O	O	O	O	
7. Remove inlet hose to compressor and visually inspect compressor wheel	O	O		O	O	O	
8. Inspect the compressor wheel for nicks, cracks or broken blades	O	O		O	O	O	
9. Inspect for excess bearing drag or wheel rubbing against housing	O	O		O	O	O	
10. Inspect induction and exhaust components for worn or damaged areas, loose clamps, cracks and leaks	O	O		O	O	O	
11. Inspect turbine wheel for broken blades or signs of rubbing	O	O		O	O	O	
12. Inspect turbine heat blanket for condition and security	O	O		O	O	O	
13. Inspect rigging of exhaust waste gates	O	O		O	O	O	
14. Inspect rigging of alternate air control	O	O		O	O	O	
15. Run up engine; check instruments for smooth, steady response	O	O	O	O	O	O	
16. Remove all turbocharger components from the engine. Inspect and repair or replace as necessary	O	O				O	
17. Clean turbocharger oil filter per Turbo Oil Filter Cleaning Procedure, Section II, at every oil change	O	O	O	O	O	O	

Perform all inspections or operations at each of the inspection intervals as indicated by a circle (0)

DESCRIPTION	L	R	50	100	500	1000	Inspector
18. Inspect all turbocharger hose assemblies (Refer to Note 15)	O	O		O	O	O	
19. Reinstall engine cowl	O	O	O	O	O	O	
D. CABIN GROUP							
1. Remove inspection plates and panels (See Note 20)				O	O	O	
2. Inspect cabin entrance door, baggage compartment door and windows for damage, operation and security				O	O	O	
3. Check upholstery for tears				O	O	O	
4. Inspect seats, seat belts, securing brackets and bolts (See Note 18)				O	O	O	
5. Inspect trim operation				O	O	O	
6. Inspect rudder pedals, brake pedals and cylinders for operation and leaks				O	O	O	
7. Inspect parking brake				O	O	O	
8. Inspect control wheels, column, pulleys and cables				O	O	O	
9. Check landing, navigation, cabin and instrument lights				O	O	O	
10. Inspect instruments, lines and attachments				O	O	O	
11. Inspect instruments central air filter lines and replace filter				O	O	O	
12. Inspect vacuum operated instruments and operation of electric turn and bank (Overhaul or replace as required)				O	O	O	
13. Replace filters, if installed, in gyro horizon and directional gyro					O	O	
14. Inspect altimeter. Calibrate altimeter system in accordance with FAR. 91.170 (if appropriate)				O	O	O	
15. Inspect operation of fuel selector valves (See Note 14)				O	O	O	
16. Inspect operation of crossfeed valve				O	O	O	
17. Inspect operation of heater fuel valves				O	O	O	
18. Inspect oxygen outlets for defects and corrosion				O	O	O	
19. Inspect oxygen system operation and components				O	O	O	
20. Reinstall inspection plates and panels.				O	O	O	
E. FUSELAGE AND EMPENNAGE GROUP							
1. Remove inspection plates and panels (See Note 20)				O	O	O	
2. Check fluid in brake reservoir (Fill as required)				O	O	O	
3. Inspect battery, box and cables (See Note 19) (* at least every 30 days) Flush box as required and fill battery per instructions in Section II.			O*	O	O	O	
4. Inspect heater for fuel or fume leaks				O	O	O	
5. Check recommended time for overhaul of heater per Section XIII				O	O	O	
6. Inspect electronic installations (See latest revision of Piper Service Bulletin No. 553)				O	O	O	
7. Inspect bulkheads and stringers for damage				O	O	O	
8. Inspect loop and loop mount, antenna mount and electric wiring				O	O	O	
9. Inspect E.L.T. installation and condition of battery and antenna (See latest revision of Piper Service Letter No. 820)				O	O	O	
10. Remove, drain and clean fuel filter bowl and screen (* at least every 90 days)			O*	O	O	O	
11. Inspect fuel lines, valves and gauges for damage and operation				O	O	O	
12. Inspect security of all lines				O	O	O	
13. Inspect stabilator, fin and rudder surfaces for damage. (Refer to latest revision of Piper Service Letter No. 679)				O	O	O	
14. Inspect fin front spar to fuselage attachment per latest revision of Piper Service Letter No. 777 and Airworthiness Directive No. 76-18-5				O	O	O	
15. Inspect stabilator attachment bolts per latest revision of Piper Service Letter No. 667				O	O	O	
16. Inspect stabilator bearings and horns for damage and operation (Refer to latest revision of Piper Service Bulletin No. 464)				O	O	O	

Circle Type of Inspection (See Notes 1, 2, 3 and 4) 50 100 500 1000 Annual — DESCRIPTION	50	100	500	1000	Inspector
E. FUSELAGE AND EMPENNAGE GROUP (cont.)					
17. Inspect rudder hinges, horn and attachments for damage and operation		O	O	O	
18. Inspect rudder trim mechanism		O	O	O	
19. Inspect stabilator trim mechanism		O	O	O	
20. Inspect stabilator free play (Refer to Section IV)		O	O	O	
21. Inspect aileron, rudder, stabilator, trim cables and turnbuckles, guides and pulleys for safeties, damage and operation (See Note 17)		O	O	O	
22. Replace rudder hinge bolts			O	O	
23. Inspect rotating beacon for wear, etc.		O	O	O	
24. Lubricate per lubrication chart in Section II		O	O	O	
25. Inspect security of autopilot bridle cable clamps		O	O	O	
26. Reinstall inspection plates and panels		O	O	O	
F. WING GROUP					
1. Remove inspection plates and fairings		O	O	O	
2. Inspect wing, aileron and flap surfaces for damage and loose rivets, and condition of wing tips		O	O	O	
3. Inspect condition of walkway		O	O	O	
4. Inspect aileron attachments and hinges for damage, looseness and operation		O	O	O	
5. Replace Aileron Outboard Hinge with Aileron Outboard Hinge Bracket Kit No. 760 914				O	
6. Inspect aileron cables, pulleys, bellcranks and control rods for corrosion, damage and operation (See Note 17)		O	O	O	
7. Inspect flap attachments, tracks and rollers for damage, looseness and operation. Clean tracks and rollers	O	O	O	O	
8. Inspect flap cables, pulleys, step lock, bellcranks and control rods for corrosion, damage and operation (See Note 17)		O	O	O	
9. Replace bolts used with aileron hinges and flap tracks				O	
10. Lubricate per lubrication chart in Section II	O	O	O	O	
11. Inspect wing attachment bolts and brackets		O	O	O	
12. Inspect engine mount attaching structure		O	O	O	
13. Inspect fuel cells and lines for leaks and water		O	O	O	
14. Fuel cells marked for capacity		O	O	O	
15. Fuel cells marked for minimum octane rating		O	O	O	
16. Inspect switches to fuel cell quantity indicators		O	O	O	
17. Inspect fuel cell vents and drain tubes	O	O	O	O	
18. Inspect thermos type fuel cap rubber seals for brittleness, deterioration and snug fit of cap in opening	O	O	O	O	
19. Inspect for exhaust corrosion in wing panel cavity		O	O	O	
20. Reinstall inspection plates and fairings		O	O	O	
G. LANDING GEAR GROUP					
1. Inspect oleo struts for proper extension. (Check for proper fluid level as required)	O	O	O	O	
2. Inspect nose gear steering control		O	O	O	
3. Inspect wheels for alignrnennt		O	O	O	
4. Put airplane on jacks		O	O	O	
5. Inspect tires for cuts, uneven or excessive wear and slippage		O	O	O	
6. Remove wheels; clean, check and repack bearings		O	O	O	
7. Inspect wheels for cracks, corrosion and broken bolts.		O	O	O	
8. Check tire pressure (42 psi, all)	O	O	O	O	
9. Inspect brake lining and disc (1/64 min. lining)		O	O	O	
10. Inspect brake backing plates		O	O	O	
11. Inspect brake lines		O	O	O	
12. Inspect shimmy dampener		O	O	O	
13. Inspect gear forks for damage		O	O	O	
14. Inspect oleo struts for fluid leaks and scoring		O	O	O	
15. Inspect gear struts, attachments, torque links, retraction links and bolts for operation (See Note 11)		O	O	O	
16. Inspect torque link bolts and bushings (Rebush as required)			O	O	
17. Inspect drag link bolts (Replace as required)			O	O	

Perform all inspections or operations at each of the inspection intervals as indicated by a circle (0) — DESCRIPTION	50	100	500	1000	Inspector
18. Inspect gear doors and attachments		O	O	O	
19. Inspect warning horn and light for operation		O	O	O	
20. Retract gear - check operation		O	O	O	
21. Retract gear - check doors for clearance and operation		O	O	O	
22. Inspect emergency operation of gear (See the latest revision of Piper Service Letter No. 782)		O	O	O	
23. Inspect landing gear motor, transmission and attachments		O	O	O	
24. Inspect anti-retraction system		O	O	O	
25. Inspect position indicating switches and electrical leads for security		O	O	O	
26. Replace rubber assist cords (See Note 13)			O	O	
27. Lubricate per lubrication chart in Section II		O	O	O	
— WARNING — ***VERIFY LANDING GEAR IS DOWN AND LOCKED BEFORE REMOVING JACKS.***					
28. Remove airplane from jacks		O	O	O	
H. OPERATIONAL INSPECTION					
1. Check fuel pump and fuel tank selector operation	O	O	O	O	
2. Check indication of fuel quantity and pressure of flow gauges	O	O	O	O	
3. Check oil pressure and temperature indications	O	O	O	O	
4. Check generator or alternator output	O	O	O	O	
5. Check manifold pressure indications	O	O	O	O	
6. Check operation of brakes and parking brake	O	O	O	O	
7. Check operation of vacuum gauge	O	O	O	O	
8. Check gyros for noise and roughness	O	O	O	O	
9. Check cabin heat operation	O	O	O	O	
10. Check magneto switch operation	O	O	O	O	
11. Check magneto RPM variation	O	O	O	O	
12. Check throttle and mixture operation	O	O	O	O	
13. Check engine idle	O	O	O	O	
14. Check propeller smoothness	O	O	O	O	
15. Check propeller governor action	O	O	O	O	
16. Check electronic equipment operation	O	O	O	O	
17. Check operation of controls	O	O	O	O	
18. Check operation of flaps	O	O	O	O	
19. Check operation of Autopilot, including Automatic Pitch Trim, and Manual Trim (See Note 16)	O	O	O	O	
I. GENERAL					
1. Aircraft conforms to FAA Specifications	O	O	O	O	
2. All latest FAA Airworthiness Directives complied with	O	O	O	O	
3. All latest Manufacturers Service Letters and Bulletins complied with	O	O	O	O	
4. Check for proper Flight Manual	O	O	O	O	
5. Aircraft papers in proper order	O	O	O	O	

J. DEFINITIONS

1. Inspection. Must be performed only by licensed mechanics who are qualified on this aircraft; using acceptable methods, techniques, and practices to determine physical condition and detect defects. Inspections consist of a thorough examination of the aircraft, appliance, component, or system; with disassembly as necessary to determine condition.
2. Check. Can be performed by pilots and/or mechanics who are qualified on this aircraft. A check consists of an examination to compare and verify condition, accuracy and/or tolerances with stated standards.
3. Operational Test. Ascertains that a system or component is in operable condition and can be performed with the equipment installed in the aircraft. Each operational test must be performed by an FAA certificated repair station appropriately rated or by a licensed mechanic who is qualified on this aircraft. A record of this test must be made in the airplane's permanent records by the authorized person performing the test.
4. Functional Test. Ascertains that a system or component is functioning properly in all aspects in conformance with minimum acceptable design specifications. This test may require the use of supplemental bench test equipment. Each functional test must be performed by an FAA certificated repair station appropriately rated or by a licensed mechanic qualified on this aircraft. A record of this test must be made in the airplane's permanent records by the authorized person performing the test.

NOTES:

1. Refer to Piper's Customer Service Information Catalog No. 1753-755 (Aerofiche) for a checklist of current revision dates to Piper Inspection Reports and Manuals. References to Chapter or Section refer to the applicable Chapter/Section in the Twin Comanche Service Manual, P/N 753-645.
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 Piper considers compliance mandatory.
4. Piper Service Letters are product improvements and service hints pertaining to servicing the airplane and should be given careful attention.
5. Refer to latest revisions of Lycoming Service Bulletin No. 480 and Lycoming Service Instruction No. 1014. Lycoming recommends the following oil change intervals: (a) For engines relying upon pressure screen filtration alone, change the oil and clean the pressure and suction screens each 25 hours of engine operation or every four months, whichever comes first: (b) For engines equipped with full-flow (cartridge) oil filters, change the oil and filter each 50 hours of engine operation or every four months, whichever comes first. 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.
6. Replace or overhaul as required or at engine overhaul. (For engine overhaul, refer to the latest revision of Lycoming Service Instruction No. 1009.)
7. Replace flexible oil, fuel and hydraulic lines in the engine compartment after 8 years, 1000 hours time-in-service, or at engine overhaul, whichever comes first. Pressure check fluid hoses in the fuselage and wing areas to system pressures after 10 years time-in-service. Visually check for leaks. Hoses in the fuselage and wing areas that pass the pressure check may remain in service and must be checked again after the next 5 years time-in-service.
8. Inspections given for power plant are based on the engine manufacturer's operator's manual. Any changes issued to the engine manufacturer's operator's manual shall supersede or supplement the instructions outlined in this report. Occasionally, service bulletins or service instructions are issued by Lycoming that require inspection procedures that are not listed in this manual. Such publications usually are limited to specific models and become obsolete after corrective steps have been accomplished. All such publications are available from Lycoming distributors, or from the factory by subscription. Consult the latest revision of Lycoming Service Letter No. L114 for subscription information. Maintenance facilities should have an up-to-date file of these publications available at all times.
9. Check cylinders for evidence of excessive heat which is 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 aircraft 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 awhile. This condition is neither harmful nor detrimental to engine performance and operation. If it can be proven that leakage exceeds these condition, the cylinder should be replaced.
10. At every 400 hours of engine operation, remove the rocker box covers and check for freedom of valve rockers when valves are closed. Look for evidence of abnormal wear or broken parts in the area of the valve tips, valve keeper, springs and spring seat. If any indications are found, the cylinder and all of its components should be removed (including the piston and connecting rod assembly) and inspected for further damage. Replace any parts that do not conform with limits shown in the latest revision for Lycoming Service Table of Limits No. SSP1776.
11. Refer to the latest revision of Piper Service Letter No. 782 for proper inspection and wear limits.
12. Replace all engine support bushings every 500 hours.
13. Replace rubber assist cords every 500 hours or every three years, which ever occurs first.
14. Refer to the latest revision of Piper Service Letter No. 851.
15. Refer to A.D. 81-19-04 and to the latest revision of Rayjay Service Letter No. 28.
16. Refer to Flight Manual Supplement for preflight and flight check, for intended function in all modes.
17. Examine cables for broken strands by wiping the cable with a cloth along the entire length of the cable. Visually inspect the cable thoroughly for damage not detected by the cloth. Replace damaged or frayed cables. Refer to Appendix I, Grid 1K1, and the latest edition of FAA Advisory Circular 43.13-1A, Paragraph 198.
18. Verify compliance with latest revision of Piper Service Bulletin No. 980. Inspect seat belt and shoulder harness ends and attachment points for condition and security. Inspect harness web material for condition and wear over its entire length. Particularly look for wear and fraying where harness web passes in and out of adjustable buckle end and shoulder harness inertial reel. If excessively worn, replace. On lap belts, inspect shoulder harness keeper nylon bushing. If excessively worn or missing, replacement of that half of the lap belt is required.
19. Verify compliance with latest revision of Piper Service Bulletin No. 836.
20. For aircraft in normal operation, each 7 years; or, for aircraft in training operations, each 2000 hours time-in-service: remove interior panels and headliner and conduct detailed inspection of aircraft structure (skin, bulkheads, stringers, etc.) for condition and security. Inspection of structure concealed by headliner may be accomplished by alternate means (i.e. - through the use of a borescope) without removing the headliner, providing access is obtained to all concealed areas and borescope provides sufficient detail to adequately accomplish the inspection.

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