



Foxbat Australia

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Initial 25 hours Airframe Inspection – A22LS/A32

This section contains a recommended first 25 hourly airframe inspection and servicing which was compiled based on the operational experiences of Australia’s fleet of aircraft. It is recommended that the initial 25 hourly airframe inspection is be done as per the 100 hourly inspection at the same time as the mandatory first 25 hour ROTAX engine maintenance.

The items below are recommended and all items are to be carried out in **addition** to any items listed in the specific AMM provided.

Do not forget to check the propeller hub bolts for correct torque after the first 10 hours of running.

Inspection/Service action ↓ and its interval in hours →	Initial 25
Check the stabilizer attachment bolts/nuts torque and locking	X
Inspect the wing struts attach bolts for torque.	X
Check the wing attachment bolts’ torque and locking	X
Inspect the stabilizer for , deformation, loose rivets and play in joints	X
Check the tail wheel attachment bolt/nut torque and locking	X
Landing gear	
Inspect the nose leg for play.	X
Check the nose leg bell crank bolt/nut torque and locking.	X
Check the MLG spring attachment bolts/nuts torque and locking.	X
Inspect the wheels attachments for torque.	
Inspect the mud-flap attachment bolts for torque.	X
Inspect the wheel fairings attachment bolts for torque.	X
Brake system	
Inspect expansion tank for leaks, secure attachment. Check fluid level.	X
Inspect the master cylinder for leaks of braking fluid.	X
Inspect the parking brake valve for leaks of the braking fluid.	X
Inspect the brake unit’s for the leaks, inspect brake disc’s attach screws for torque.	X
Inspect brake line for leaks. Check the line attachment to the MLG.	X
Inspect the brake system tubing and joints for leaks.	X
Engine and its control system	
Check the torque of the engine mount attachment bolts.	X
Inspect the rubber shock mounts absorbers for damage (distortions or cracks, etc.).	X
Inspect the carburetors form leaks and C/O throttle rigging IAW Rotax Maintenance manual.	X
Cooling system	
Inspect the overflow tank for leaks of coolant and check coolant level.	X
Inspect and verify all hose clamps from coolant pump to radiator and engines are secure	X
Inspect lines for leaks, damage (chaffing) and loose joints.	X



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Lubrication system	
Inspect the oil tank plug for oil leaks; verify vent line is intact and secured	X
Inspect lines for leaks and damage (chaffing) and loose joints.	X
Exhaust system	
Inspect exhaust pipes and muffler.	X
Verify attachment springs are intact.	X
Propeller	
Check propeller blade angle per the propeller recommended procedure.	X
Inspect propeller blades for damage.	X
Check torque and locking of the propeller blades and hub bolts/nuts.	X
Check torque of the spinner bolts.	X
Airplane control system	
Check tightness/locking of the nuts and play in hinges of control rods/shafts. Check tightness/locking of Flaperons control attach bolts. Check tightness/locking of elevator to control rod attachment.	X
Lubricate the slide bearings of all control surfaces/linkages (where necessary).	X
Pilot seats and harness belts	
Inspect the seats framework.	X
Inspect the seats framework attachment points for tension and condition.	X
Misalliance items	
Check all Ballistic parachute recue system attachments for torque and tightness.	X
Check Siren horn attachments for tightness and wiring for chaffing.	X
Check UHF Aerial for tightness.	X