



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 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 →	25
Structures	
Check the stabilizer attachment bolts/nuts torque and locking	X
Inspect the wing struts for fatigue cracks, deformation and loose rivets	X
Check the wing attachment bolts' torque and locking	X
Inspect the stabilizer for fatigue cracks, deformation, loose rivets and play in joints	X
Inspect the tail wheel for damage and play	X
Check the tail wheel attachment bolt/nut torque and locking	X
Landing gear	
Inspect the nose leg for fatigue cracks, deformation and play	X
Check the nose leg bellcrank bolt/nut torque and locking	X
Check the MLG spring attachment bolts/nuts torque and locking	X
Inspect the wheel tires for cracks, cuts and wear.	X
Inspect the mud-flap for fatigue cracks and deformation	X
Inspect the wheel fairings for cracks, ruptures and damaged paint	X
Brake system	
Inspect expansion tank for leaks, cracks, 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 for the leaks of the braking fluid	X
Inspect brake line for cracks or leaks. Check the line attachment to the MLG	X
Inspect the brake system tubing and joints for leaks and damage	X
Engine and its control system	
Check the torque of the engine mount attachment bolts	X
Inspect the rubber shock mounts absorbers for damage (deep cracks, etc.)	X
Inspect the carburettor balance air lines for damage and attachments	X
Cooling system	
Inspect the overflow tank for leaks of coolant, cracks; check coolant level	X
Inspect lines for leaks, damage (chaffing, cracks), loose joints	X
Inspect and verify all hose clamps from coolant pump to radiator and engines are secure	x



Foxbat Australia

Foxbat Australia, 48-54 Avalon Street, Albury Airport, Albury NSW 2641
www.foxbat.com.au (02) 6021 2929 (landline) 0418 154 287 (mobile/cell)

Inspection/Service action ↓ and its interval in hours →	25
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, cracks), loose joints	X
Exhaust system	
Inspect exhaust pipes and muffler for cracks	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	X
Grease the slide bearings of all control surfaces/linkages (where necessary)	X
Pilot seats and harness belts	
Inspect the seats framework for the fatigue cracks and loose rivets	X
Inspect the seats framework attachment points for tension and condition	X

A.C. Airways Pty Ltd atf Pieter Mol Family Trust (ABN 80 124 144 143)
trading as Foxbat Australia

www.foxbat.com.au

foxbat@smartair.com.au

+61 2 6021 2929