AEROPRO CZ -- INSPECTION CHECKLIST
AND ROTAX ENGINE CHECKLIST
WITH AIRCRAFT LUBRICATION CHART

(version dated May 19, 2021 - check with Aerotrek for latest version checklist)

Aircraft Model: _____ Aircraft s/n: _____

Aircraft Registration: N _____ Engine Model:_____ Engine s/n:_____

Aircraft Owner Name: _____

Total Aircraft Hours: _____ Total Engine Hours: _____

Service Technician: _____

Date: _____ Technician Signature: _____ Rotax technician #:_____

AIRCRAFT INSPECTION CHECKLIST

no.	step	at first 25 hours	100 hour / annual	checked by
1	confirm that the person doing the Inspections and service work is an A&P or LSRM-A and also has the required Rotax training/experience so the Inspections and service are in compliance with Rotax maintenance requirements	**X**	**X**	
1+	the person doing inspections or any service or repair work has on hand the appropriate Rotax manuals - Operator Manual, Line Maintenance and Heavy Maintenance Manual	**X**	**X**	
2	check documents for entirety and completeness including correct data		**X**	
3	remove engine cowlings, tail unit covers, turtledeck and fiberglass seat base (19)		**X**	
4	carry out ELT inspection IAW FAR Part 91.207(d) and for AmeriKing ELT replace the 6 D-cell batteries at every Annual Inspection (11) – for Artex ELT345 see IAW mfg. requirements		**X**	
5	carry out Rotax engine service in accordance with Rotax first-25hr, 100hr, 200hr or 600hr checklist as applicable (see Rotax checklists and notations below)	**X**	**X**	
6	check engine frame for cracks and attachment bolts to engine; <u>especially</u> check the exhaust springs (which are prone to breakage or loss)(9)	**X**	**X**	
7	check the wing fuel line "banjo bolts" (attached to bottom of fuel tank) for proper snugness (do not overtighten!) to prevent fuel seepage/leaks - note: the banjo bolts with new fiber washers will need checked every week for the first month or so before the fiber sealing washers have fully seated (note: we do not use safety wire on these banjo bolts)	**X+**	**X**	
8	check condition of fuel supply lines, interconnecting hoses, and replace fuel filter (every 100 hours or at every Annual Inspection) -- use only NAPA 3031 metal case fuel filter (19)		**X**	
9	check the header tank vent line for proper routing and for condition (including flexibility) and replace as necessary if there is ANY hardening or shrinking, using <u>only</u> Gates H-175 1/4" ID 7/16" OD fuel line - contact Aerotrek for this Gates fuel/vent line (and available from NAPA)		**X**	
10	check coolant radiator/s, clean the cooler core (blow out with low pressure air line from rear)		**X**	
11	check starter electrical cable connection and condition of cables		**X**	
12	check propeller bolts for torque, check propeller run-out	**X**	**X**	
13	check condition and security of fiberglass fuselage covers aft of cowlings	**X**	**X**	
14	check all aircraft fuselage fasteners for security (1)	**X**	**X**	
15	check aircraft surface for damage, distortion of lattice members, fabric cracking (2)		**X**	
16	check attachment points of the wing struts for wear, damage and security (1)	**X**	**X**	
17	check and lubricate engine control Bowden(6) cables		**X**	
18	check air filter condition, clean or replace as necessary		**X**	

19	perform a function check of the "low fuel" warning light by closing wing fuel valves and begin draining header tank (low fuel warning light should illuminate soon after header tank begins draining); and continue as per #20 below...	**X**	**X**	
20	drain water and dirt from header tank (main fuel drain under fuselage) -- and every 600 hours drain wing tanks and remove the fuel tank banjo bolts and clean their screens **NOTE:** All aircraft prior to s/n 31910 must be updated by having their older header tanks replaced with the translucent-white header tanks (which became standard in Aeropro aircraft beginning with s/n 31910). (21)		**X**	
21	complete draining of fuel from wing tanks, fold wings, perform inspections of structure, and inspect -- and check wing tank fuel level sight tubes for hardness, transparency and security, and replace the sight tubes as necessary (using Tygon LP1500 tubing and Oetiker 12.3mm clamps) (14)		**X**	
22	check empennage (tail section) for condition and security (1)		**X**	
23	lubricate control surface hinges and check for free motion, check stops for damage and for security (1)		**X**	
24	check control surface deflections, adjust to deflection chart as necessary		**X**	
25	check control rods and moving joints in fuselage, permitted play on the upper part of the control stick is 1/8", adjust as necessary	**X**	**X**	
26	check the stiffness of the elevator control by moving the stick forward and rearward and lubricate only if needed -- <u>and see important note</u> (20)	**X**	**X**	
27	lubricate control circuit bearings, rod end bearings, and hinges		**X**	
28	check foot control pedals for damage, bearing wear and security (1)		**X**	
29	check rudder and trim control cables for wear, fraying, kinks and thimble elongation		**X**	
30	check fuel hoses from firewall to wings for leaks, chafing, deterioration, hardening, security of hose clamps, corrosion of fittings/hose clamps		**X**	
31	check fuel valves for leaks, operation and security		**X**	
32	clean inside fuselage rear and under seat, reinstall fiberglass seat base and the cushions, check seat attachment and reinstall seat belt and shoulder harnesses		**X**	
33	check condition and attachment of safety belts, check unlatching function under load -- clean as necessary		**X**	
34	check condition and attachment of doors, including hinges and locks		**X**	
35	check floor condition and security (1)		**X**	
36	check windshield, windows, doors and skylights for security; stop-drill any cracks appropriately		**X**	
37	check condition of aircraft instruments and electrical wiring, check that all electrical systems are operational		**X**	
38	check condition and completeness of panel placards and color markings of ASI and fuel pressure gauge		**X**	
39	check instrument panel for security (1)		**X**	
40	check attachment of tail unit control surfaces, their free motion, lubricate tail unit hinges and controls and oil the elevator control rod end bearing		**X**	
41	check elevator trim tab and control lever (for correct tension); check elevator trim cables for wear (fraying) and lubricate (18); refit tail covers		**X**	
42	check attachment points for landing gear	**X**	**X**	
43	jack aircraft, check wheels for damage and security (1), rotate them checking for bearing rumble, replace bearings if necessary		**X**	
44	check tire condition for damage and wear, replace as necessary (inner tubes normally replaced with tires), check for correct tire pressure	**X**	**X**	
45	check brake system function, replenish brake fluid if needed (use only DOT 4 fluid)		**X**	
46	check brake calipers for cleanliness and proper function -- disassemble, clean and properly lubricate -- this will typically be at <u>every</u> Annual Inspection (8)		**X**	
47	check brake pad condition and replace if pads less than 1 mm (less than the thickness of one penny coin) or otherwise if showing excessive or unusual wear or deterioration		**X**	
48	for A240 and A220: check condition and attachment of main landing gear legs (24)		**X**	
49	for taildraggers: check tail wheel condition including tire wear, clean and grease bearings		**X**	
50	for taildraggers: check tail wheel spring, locking mechanism and horns for wear, damage and security (1), clean and grease		**X**	

51	for tricycle-gear: check nose gear and grease all nose gear fittings for taildraggers: check that the tailwheel lock releases at full rudder travel left and right		X	
52	for tricycle-gear: check nose gear shock absorber - replace front strut stainless steel restraining cable every 600 hours per Aeropro Service Directive *		X	* front strut stainless steel cable
53	for tricycle-gear: check nose wheel, bearings and tire condition and tire pressure		X	
54	for tricycle-gear: adjust nose gear fork castle nut tension as appropriate		X	
55	for tricycle-gear: adjust nose wheel steering cables (6)		X	
56	check condition of wing and struts attachment hinges and pins for wear, damage and correct bolt tension, adjust as necessary and lubricate		X	
57	check wing spar ends and struts at fuselage attachment points for cracking, wear and corrosion		X	
58	check wing surface for damage, deformation, surface buckling, fabric deterioration -- loose fabric may indicate internal wing damage (2)		X	
59	check fiberglass wing tips for cracks		X	
60	check flaperons and flaperon hinges for damage and cracks, repair as necessary, check flaperon mass balance weights for security		X	
61	check free running of flaperons and lubricate only if needed -- see note (20)		X	
62	check condition of flaperon control horns		X	
63	for aircraft with rudder-centering device (optional on earlier aircraft and standard on aircraft starting with s/n 34311): check rudder pedal centering spring mechanism on engine side of firewall, and lubricate rudder pedal centering sliders. Also, very important: Check that the left "lug" is firmly secure on the threaded shaft (blue Loctite on the threads as necessary)	X	X	
64	check condition of fuel tank filler necks, caps and cap rubber gaskets and lubricate rubber gaskets with petroleum jelly (replace rubber gaskets if any wear is evident)	X	X	
65	inspect and reinstall turtledeck and inspect turtledeck bearings		X	
66	clean inside cowlings and reinstall them onto aircraft (15)		X	
67	for aircraft pre-mid-2016 (before s/n 48416) - after cowlings are reinstalled, check for adequate clearance between the aluminum coolant pipe (under the left cylinders) for clearance from the exhaust springs, flanges, etc. (13) for aircraft since mid-2016, the aluminum coolant tube is under the right cylinders and this must be checked for adequate clearance and no chaffing (13a)	X	X	
68	check completeness of airframe and equipment	X	X	
69	check to assure that the transponder certification is not expired (needed every 2 years for VFR)		X	
70	clean cockpit and wash aircraft exterior		X	

Rotax 912ULS Engine Inspection Checklist [3]

	first 25 hour	every 100 hr / annual	every 200 hour	every 600 hour	sign
run up engine to running temperature, check compressions [12] 1) ___ / 87 2) ___ / 87 3) ___ / 87 4) ___ / 87	X	X	X	X	
oil change (every 50 hrs if much 100LL used) -- refill with (approx.) 3.0 quarts of oil (use Aeroshell Sport 4 10w40 semi-synthetic oil)	X	X	X	X	
replace oil filter, cut open old filter and inspect for debris	X	X	X	X	
clean oil tank and replace tank gasket ring if necessary			X	X	
visual inspect general including cylinders, baffling, oil/temp senders	X	X	X	X	
inspect for leaks at base of water pump	X	X	X	X	
inspect coolant header tank and base rubber, coolant level, seals, coolant hoses -- use appropriate coolant as needed [10]	X	X	X	X	
inspect coolant expansion bottle, hoses, level, venting hole [13a]	X	X	X	X	
inspect oil lines for damage, leaks, hardening & kinks	X	X	X	X	
inspect fuel lines for damage, leaks, hardening & kinks and replace fuel filter	X	X	X	X	
inspect electrical harness, connection security, abrasions	X	X	X	X	
inspect engine mounts, heat damage, deformation, cracks	X	X	X	X	
inspect fixings for external parts & safety wire	X	X	X	X	
check propeller gearbox friction torque (30 to 60 Nm) and record the value value = _____ nm [16]	X	X	X	X	
inspect magnetic plug(s)	X	X	X	X	
check coolant level -- flush cooling system and replace as needed (normally every five years) [10]	X	X	X	X	
clean/change air filters – earlier if dusty field operation		X	X	X	
inspect carburetor sockets (from inside)			X	X	
check throttle lever movement, cable integrity	X	X	X	X	
dismantle and inspect carbs (diaphragms, needle, etc.)			X	X	
* **for 914UL turbo engine** - check wastegate function per Rotax 914 manual and per Section 10A of Aeropro Maintenance Manual	*	*	*	*	
check spark plugs type: for earlier 912ULS = DCPR8E for newer 912ULS = Rotax spark plugs (contact Aerotrek if questions)		X	X	X	
gap & clean spark plugs IAW Rotax manual for engine, replace if electrodes worn [17]		X	X	X	
if not replacing spark plugs, then "rotate" per Rotax requirements [17]		X	X	X	
replace spark plugs every 200hr (100hr if 100LL avgas used) [17]			X	X	
check spark plug caps (minimum pull-off force 30 N (7 lbs)	X	X	X	X	
check all exhaust system springs, replace broken springs, apply high-temp silicone on the springs if not already in place	X	X	X	X	
check muffler brackets and security of attachment of brackets to engine	X	X	X	X	
run engine to normal temperature, check mag drop	X	X	X	X	
synchronize carburetors, check & set idle (recommend 1500-1600 rpm)	X	X	X	X	
service gearbox according to schedule (sooner if clutch slip suspected) - [22]				see[22]	
dismantle, clean & inspect overload clutch - see [22]				see[22]	

Aircraft Lubrication Chart

Lubricated point	Lubricant used
control stick & connecting rods - hinges, bearings & tie rod eyes	3-in-1 oil
foot pedal controls - hinges, control cables	3-in-1 oil
brake caliper pistons and pins	high-temp synthetic brake grease
dual control cables	3-in-1 oil
Bowden(7) cables for throttle, choke, door locks and trim	WD40
wheel axles	general purpose grease
12v battery - contacts (to prevent corrosion)	Vaseline petroleum jelly
door locks (be careful to not get any lubricant onto clear door panels)	silicone spray oil
tail unit – elevator, rudder and trim tab hinges	3-in-1 oil
spark plugs	Rotax heat sink compound
main gear attachment points, wheel bearings and wheel axle	general purpose grease
nose leg	general purpose grease
exhaust ball joints	high-temperature anti-seize (such as copper ease)
wing pin front (at each assembly)	general purpose grease
flaperon hinges (check for free movement when detached from control arm)	3-in-1 oil (very lightly lube)

Important Notes:

(1) Security checks include Nylock nuts for sufficient friction, castle nuts for correct cotter pin locking, evidence of Loctite having been used as called for in the manual, tabs washers secure where called for, glued joints secure, cable ties secure and fitted as required, hose clamps for tightness.

(2) If loose or wrinkled fabric is found, or any buckling of the ribs seen, then contact Aerotrek for advice.

(3) The Rotax engine checklist is based on Rotax's published 912ULS maintenance manual at the time of writing. In order to maintain your engine to the latest Rotax requirements it is essential that the Rotax Aircraft Engine website is checked for any changes, updates or service bulletins relating to your engine inspections and service. Rotax Service Bulletins and the latest version of the Rotax Maintenance Manual should be available on the web site... www.rotax-owner.com The information from the latest Rotax manuals and the Rotax Service Bulletins will supercede information on this Aeropro inspection checklist. **NOTE: For aircraft equipped with Rotax 914 turbo engine, refer strictly to the Rotax 914 Maintenance Manual.**

(4) Rotax also publishes a "50 hour inspection checklist" which is recommended by Rotax but not required -- this should be viewed for reference and the aircraft maintained accordingly depending on operation conditions and situations.

(5) If a Fiti "hub-less" propeller is fitted (used only on Aeropro aircraft with 100-hp engine between aircraft s/n 21607 through s/n 29409), it is essential that the propeller bolts are torque'd every 50 hours. After 200 hours and if the 50 hour torque checks are not showing any need for tightening, then these prop bolt torque checks can be performed every 100 hours or annually.

(6) Adjust nosewheel steering cables for proper adjustment and proper tension. With a helper holding the rudder pedals down firmly and evenly and with the rudder being in the neutral position, adjust the nosewheel steering cables so that they have no slack and almost but not quite as much tension as the rudder cables -- this removes slop from the nosewheel steering system and reduces nosewheel shimmy tendencies (if the pilot is applying appropriate firm and even pressure on the rudder pedals during

landing) and also keeps the nosewheel and nosewheel fairing appropriately "straight" with the airplane during flight.

(7) Bowden cables are control cables such as the throttle, choke, and other cables that have an inner wire and an outer cable housing.

(8) The brake calipers will need proper disassembly, cleaned and lubricated to a considerable extent on the operating conditions, the hours of usage, and how the brakes are used. Brakes that are used heavily or perhaps excessively will get hotter and require more frequent disassembly, cleaning and lubrication than brakes that are more lightly used. In any event, at every Annual Inspection the brake caliper needs to be removed (but not detached from the brake line) and the piston cleaned and lubed with high-temperature synthetic brake caliper grease)

(9) The Rotax exhaust springs are prone to breakage, and so it is very important to check for missing or broken springs and replace as needed. Also, unless it has already been done previously, the springs should have a bead of high-temp silicone on the coils which can perhaps slightly improve spring life and reduce noise.

(10) The Aeropro aircraft come new from the factory with a coolant which is a 50/50 mix of distilled water and a blue-colored Castrol antifreeze that is not typically available in the U.S. This Castrol antifreeze is a long-life (normally 5 years) antifreeze. Different brands of antifreeze normally should not be "mixed", so if coolant needs added and if more than just some distilled water is needed, we recommend using the Castrol (European) antifreeze that the Aeropro distributor keeps this in stock. When the complete cooling system is drained, then after a thorough flushing with distilled water, we recommend then using Dexcool antifreeze (mixed appropriately with distilled water) because Dexcool is readily available in the U.S. (and also is a good long-life (five year) antifreeze).

(11) AmeriKing only "requires" that the six D-cell batteries be replaced at their expiration date. However, they "strongly recommend" that the batteries be replaced annually. It IS an Aeropro requirement that the batteries be inspected annually, and because of the possibility of corrosion or battery leakage, this is why AmeriKing "strongly recommends" the annual replacement of the batteries, and so we consider this to be a very reasonable requirement. (and the six D-cells cost relatively little and the year-old batteries should stil be fine to use in flashlights or other equipment and not wasted) For the aircraft from 2016, equipped with the Artex ELT345, the battery is replaced per Artex requirements (usually every five years, but subject to Artex operating instructions).

(12) If one or more of the compressions are low -- and in the case of Rotax engines low means less than 82/87 -- then listen carefully at the exhaust while carry out the leak down check on that cylinder. On engines that have used significant amounts of leaded fuel (avgas), a build up of lead deposits on the exhaust valve stem will eventually hold the exhaust valve open. This is heard as a hiss within the exhaust muffler during the check. If this symptom is found, then early remedial action will save the valve and seat, if not then a more expensive repair will be necessary later. Remove the head and lap the valve in as detailed in the Rotax maintenance manuals.

(13) Particularly for the Aeropro aircraft prior to mid-2016 (before aircraft s/n 48416) -- coolant hoses can move/shift, especially during the settling-in period for a new aircraft or after substantial maintenance. The 25 hour inspection with the lower cowl removed is vital, and in addition to a good general inspection following the check list, the following specific points should be carefully looked at: (1.) No flexible coolant hose to be closer than 10mm (3/8”) to an exhaust pipe, in particular #3 cylinder exhaust pipe. (2.) The aluminum coolant tube running past #4 cylinder exhaust pipe should be clear enough to present no possibility of chaffing. Additional note: These two critical clearances can be checked by owners or aircraft technicians by laying under the aircraft and looking up behind the left-rear of the lower cowling with a flashlight. Warning: If the aluminum coolant pipe or other hoses shift and begin to chafe then a hole can be worn in the aluminum coolant pipe or hose and result in the complete loss of engine coolant, resulting in engine overheating and the possibility of engine damage or failure.

(13a) For the Aeropro aircraft from mid-2016 (starting with aircraft s/n 48416), there is an aluminum coolant tube under the right-side cylinders -- it is critically important to check for this aluminum tube to

have adequate clearance and nothing it touching the aluminum tube that is causing chaffing and will gouge or wear a hole in this aluminum coolant tube.

(14) When replacing the fuel level sight tubes and using the Tygon LP1500 tubing, it is important to use a length of new tubing that is the exact same length as the original sight tube. If a longer or shorter length of new tubing is used, the new tube can pinch/crimp at the top and/or bottom and prevent free flow of fuel in and out of the sight tube. Attaches with Oetiker 12.3mm clamps. Photos showing details of new sight tube installation is on our web site at... www.aerotrek.aero/aerotrek-tips.htm

(15) When the lower cowl is removed, it is easy to incorrectly re-fit the scat hose between the air intake and the airbox. It can be fitted too far onto the male tubes resulting in the left throttle cable rubbing a hole in the underside of the scat hose, or it can be fitted not far enough onto the male tubes and then the top of the scat hose rubs on the cowl causing a hole in the top -- be certain to check this scat hose clearances with the throttle cable and the upper cowling.

(16) procedure for checking prop gearbox friction torque...

1. Use the special Rotax crankshaft locking tool to lock the engine and stop it turning.
2. Measure 19 3/4" out along the propeller blade from the center and put a mark or piece of tape.
3. Rotate the propeller as far as it will go in either direction.
4. Then using a 25lb fishing scale hooked around the propeller blade at the mark, smoothly pull the blade in the other direction (suggestion: use a piece of cloth around the blade to stop it from being marked)
5. The blade will turn through about 30 degrees before locking up. You can take the reading in either direction.
6. As you start to pull it will jerk, then as you smoothly pull it through the 30 degrees, read the force taken to turn the prop while it is moving on the scale.
7. Divide the figure in pounds by 2.2 to get kilograms, then multiply the result by 9.886 to get Newton Meters, then divide by 2 because you measure at the half meter point (19 3/4"). **Record the result on the checklist for a permanent record** -- it should be between 30nm and 60nm. (30 nm = 22 ft lb, and 60 nm = 44 ft lbs)
8. Unlock the engine.

note... This is an important check, but also the point is to establish wear patterns within the gearbox, the same as recording compression checks at regular intervals. At the 25 hour check, the friction torque readings vary dramatically from engine to engine, that's why Rotax give such a large tolerance (30 to 60nm). But the reading do not vary much between service intervals on the same engine. So, if the information is recorded, it can be checked for ongoing changes.

note... A gearbox that has been idled a lot, may have readings reducing more often, to the point where it needs servicing earlier to prevent damage to the dog hub and gear lobes. If a friction torque check is performed, and it is low, but within limits, then look at last year's reading, and if it was low then as well, leave well enough alone. But if it has dramatically reduced in 100 hours, start to think about tearing the gearbox down early.

(17) spark plug service and replacement details...

1. When reinstalling spark plugs or installing new spark plugs, the Rotax "heat sink paste" must be used properly on the spark plug threads. Avoid getting any heat sink paste onto the electrode.
2. Proper spark plug torque is necessary, of course.
3. The earlier 912ULS engine used NGK DCPR8E spark plug gapped to 0.7 to 0.8 mm
4. The newer 912ULS engines use "Rotax" branded spark plugs -- clean and gap IAW that Rotax manual

(18) It is very important to check the elevator trim cable where it attaches to the elevator trim mechanism, because the 1mm elevator trim cable can fray over time, especially where the elevator trim cable goes over the small clevises attaches to the elevator trim mechanism. These small loops should frequently have a very small bit of lubrication to reduce wear and extend service life.

(19) The fuel filter for 912ULS should only be the Wix 33031 metal-case fuel filter, which is sold by NAPA as part # 3031 (for the 914 turbo engine part #3008). The fuel filter is located under the left seat on aircraft

manufactured since sometime in 2012, but for older aircraft (where the fuel filter may be up under the left side of the instrument panel) we require relocating the fuel filter to under the left seat, as described in some detail on our www.aerotrek.aero/aerotrek-tips.htm web page.

(20) The flaperons have black polypropylene bearings, and the elevator torque tube (on the cockpit floor, in front of the seat) have white nylon bearings. "Normally" these do need not any lubrication. If they are a little stiff, then a very small amount (one or two drops) of 3-in-1 oil is appropriate. Avoid lubricating any more than necessary, because these plastic bearings absorb moisture (water, humidty, oil, etc.) and they swell slightly over time (and will swell more quickly if you are putting oil on them) and this can make them too tight. If a very small amount of 3-in-1 oil will not cure the stiffness, then call us to discuss how to make some adjustments.

(21) The plastic header header tanks in Aeropro aircraft until October, 2010, were either black, yellow or blue plastic. We have found that these are subject to hairline "stress cracks" after some years of continuous exposure to U.S. auto fuel (especially with ethanol). Beginning with aircraft s/n 31910, Aeropro began installing a translucent white header tank which should be very resistant to damage from U.S. auto fuel and ethanol. At every Annual Inspection, the header tank must be inspected, and if the header tank is one of the older plastic tanks, it must be replaced at the Annual Inspection with the translucent white header tank.

(22) The Rotax 912ULS gearbox is normally to be overhauled at 1,000 hours. However, if the aircraft has been run with a significant amount of avgas, then this should be at 800 hours. If the aircraft has been operated almost exclusively with avgas, then this should be done at 600 hours.

(23) During an Inspection, it is not necessary to remove the small aluminum cover under the <u>left</u> side of the horizontal stabilizer -- instead, only remove the cover under the right side. Under the left-side cover is the small bracket holding the two elevator trim cables in position. It saves time and works better to only remove the right-side cover and this still allows for a complete inspection.

(24) Both both A240 and A220, the composite landing gear legs are braced to the fuselage with steel brackets with rubber cushions. At every inspection, the mechanic needs to check to be sure the rubber cushions are still in appropriate position and remove the cotter pins securing the Allen-head bolts, and gently snug-up the bolts to remove any slack. There is no torque spec for the Allen head bolt - just lightly snug. Reinstall good cotter pin.

AEROPRO INSPECTION CHECKLIST -- version date: May 19, 2021

please note: Before using the Aeropro Inspection Checklist, you should always confirm that you are using the latest-version. The latest-version Aeropro Inspection Checklist is always available on our Aerotrek-tips web page at... <u>www.aerotrek.aero/aerotrek-tips.htm</u> or you can go direct to the Inspection Checklist at... <u>www.aerotrek.aero/aerotrek-tips/inspection-checklist.pdf</u>

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