

IN WG CAP Aircraft Inspection Checklist

Date: _____ Make/Model/Year: _____
 Wing/Unit: _____ Date/Tach Time Last Mid-Cycle Insp/Oil Change: _____
 Tail #: _____ Date/Tach Time Last 100hr Insp: _____
 Tach Time: _____ Date/Tach Time Last Annual Insp: _____

Inspection Item (Installed/Serviceable/Current)	Y	N	Remarks / Discrepancy (If N/A, write N/A and leave Y/N boxes blank)
1. Aircraft Log Books / Records			
A. Mid Cycle Insp/Oil Change, 100-Hour Insp, Annual Insp, & Airworthiness Directive (AD) Compliance Listing Current (FAR 91.417 & CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	
B. Equipment List (ORMS) Matches Comm / Nav Equipment Installed (Tab 2)	<input type="checkbox"/>	<input type="checkbox"/>	
C. ELT Battery Current: Entry in Log Book (FAR 91.207)	<input type="checkbox"/>	<input type="checkbox"/>	Exp Date:
D. IFR Requirements			
1) Altimeter System Current: Entry in Log Book (24 Mo. FAR 91.411)	<input type="checkbox"/>	<input type="checkbox"/>	Exp Date:
2) Pitot/Static System Current: Entry in Log Book (24 Mo. FAR 91.411)	<input type="checkbox"/>	<input type="checkbox"/>	Exp Date:
3) Transponder Current: Entry in Log Book (24 Mo. FAR 91.413)	<input type="checkbox"/>	<input type="checkbox"/>	Exp Date:
4) VOR Operational Check Current: IFR Only (CAPR66-1) (Tab 3)	<input type="checkbox"/>	<input type="checkbox"/>	Date Checked:
5) GPS Database Current: IFR Only (FAR Part 43) (Tab 15)	<input type="checkbox"/>	<input type="checkbox"/>	Exp Date:
2. Aircraft Interior			
A. Required Documents in Aircraft			
1) Airworthiness Certificate Present (FAR 91.203)	<input type="checkbox"/>	<input type="checkbox"/>	
2) Registration Present: FAA (FAR 91.203)	<input type="checkbox"/>	<input type="checkbox"/>	Exp Date:
3) Registration Present: IN (IAC 6-6-6.5-2)	<input type="checkbox"/>	<input type="checkbox"/>	Exp Date:
3) AFM/POH Present with Serial #, Tail #, Signature (FAR 91.9)	<input type="checkbox"/>	<input type="checkbox"/>	
4) Weight & Balance Data in POH (FAR 23.1589 and AFM/POH)	<input type="checkbox"/>	<input type="checkbox"/>	Date:
5) G1000 Cockpit Ref Guide / GPS or AP Ref Guide in aircraft	<input type="checkbox"/>	<input type="checkbox"/>	
B. Obvious Defects, Leaks, Corrosion, Cleanliness, Condition of Interior			
C. "Not for Hire" Placard Displayed (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	
D. "Max Crosswind" Placard Displayed (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	
E. "Seat Slippage Warning" Placard Displayed (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	
F. "Remove Tow Bar" Placard Displayed (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	
G. Operating Limits/Placards Displayed (FAR 91.9 and AFM/POH)	<input type="checkbox"/>	<input type="checkbox"/>	
H. Avionics/Control Lock Installed (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	
I. Serviceable Fire Extinguisher with Gauge Installed (CAPR 66-1) (Tab 3)	<input type="checkbox"/>	<input type="checkbox"/>	Date Inspected:
J. Carbon Monoxide Detector Installed (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	Exp Date:
K. Cessna Seat Rails for Obvious Cracks and Wear (Cessna Models) (AD 87-20-03, Rev 2)	<input type="checkbox"/>	<input type="checkbox"/>	
L. Cessna Secondary Seat Stop Installed (All Cessna Models Prior to 1997) (SEB 07-5)	<input type="checkbox"/>	<input type="checkbox"/>	
M. Cargo Tie-Down or Net Installed (FAR 91.525)	<input type="checkbox"/>	<input type="checkbox"/>	
N. Survival Kit (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	Exp Date:
3. Aircraft Exterior			
A. Properly Hangared or Chocked, Tied Down; Condition of Tie Downs (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	
B. Obvious Defects, Leaks, Corrosion, Cleanliness, Condition of Paint	<input type="checkbox"/>	<input type="checkbox"/>	
C. Prop: Nicks, Dents, Leaks, Corrosion, Evidence of Prop Strike	<input type="checkbox"/>	<input type="checkbox"/>	
D. External Aircraft Identification Plate (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	
E. Appropriate CAP Decals on Wings, Doors, Vertical Stabilizer (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	
F. Brakes: Leaks, Wear, Cracked Pads, Obvious Defects (Acraft Service Manual)	<input type="checkbox"/>	<input type="checkbox"/>	
G. Tires: Proper Pressure and Serviceability (Acraft Service Manual/STC)	<input type="checkbox"/>	<input type="checkbox"/>	Left: Nose: Right:
H. Engine Cowling: Proper Fit, Fasteners Serviceable and Secure	<input type="checkbox"/>	<input type="checkbox"/>	
I. Cessna Door Hinge Pins Installed (Acraft Service Manual)	<input type="checkbox"/>	<input type="checkbox"/>	
J. Tire Pressure Stickers (CAPR 66-1, STC)	<input type="checkbox"/>	<input type="checkbox"/>	

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Wing/Unit:

Tail #:

Inspection Item <small>(Installed/Serviceable/Current)</small>	Y	N	Remarks / Discrepancy <small>(If N/A, write N/A and leave Y/N boxes blank)</small>
4. Exterior and Interior Lighting For Proper Operation			
A. Landing / Taxi / Pulselite	<input type="checkbox"/>	<input type="checkbox"/>	
B. Anti-Collision Strobe (FAR 91.209)	<input type="checkbox"/>	<input type="checkbox"/>	
C. Navigation / Position (FAR 91.209)	<input type="checkbox"/>	<input type="checkbox"/>	
D. Flashing Beacon (FAR 91.209)	<input type="checkbox"/>	<input type="checkbox"/>	
E. Cabin / Panel	<input type="checkbox"/>	<input type="checkbox"/>	
F. Instrument	<input type="checkbox"/>	<input type="checkbox"/>	
5. Removable Equipment (marked with weight)			
A. ORMS Assigned Removable Equipment (CAPR 174-1)			
1) Digital Camera w/ card, batteries, charger, case	<input type="checkbox"/>	<input type="checkbox"/>	Model / Property Tag:
2) Laptop	<input type="checkbox"/>	<input type="checkbox"/>	Model / Property Tag:
3) GPS	<input type="checkbox"/>	<input type="checkbox"/>	Property Tag:
4) Other	<input type="checkbox"/>	<input type="checkbox"/>	Property Tag:
B. AIF: complete and up to date; cover sheet printed (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	
C. Avcard	<input type="checkbox"/>	<input type="checkbox"/>	Exp Date:
D. Checklists (AFM/POH)	<input type="checkbox"/>	<input type="checkbox"/>	
E. Tire Pressure Gauge	<input type="checkbox"/>	<input type="checkbox"/>	Number:
F. Fuel Sampling Jar (INWG Sup 1, CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	Number:
F. Fuel Dip Stick Appropriate to Aircraft (CAPR 66-1 INWG Supp)	<input type="checkbox"/>	<input type="checkbox"/>	
G. Oil Funnel	<input type="checkbox"/>	<input type="checkbox"/>	
H. Cleaning Supplies	<input type="checkbox"/>	<input type="checkbox"/>	
I. Tow Bar (CAPR 66-1 INWG Supp)	<input type="checkbox"/>	<input type="checkbox"/>	
J. Chocks (CAPR 66-1 INWG Supp)	<input type="checkbox"/>	<input type="checkbox"/>	QTY:
K. Tie Down Straps (CAPR 66-1 INWG Supp)	<input type="checkbox"/>	<input type="checkbox"/>	QTY:
L. Cowl Plugs (CAPR 66-1 INWG Supp)	<input type="checkbox"/>	<input type="checkbox"/>	
M. Pitot Cover (CAPR 66-1 INWG Supp)	<input type="checkbox"/>	<input type="checkbox"/>	
N. Tail Streamer (+ Wing Tip Streamers for GA8) (CAPR 66-1 INWG Supp)	<input type="checkbox"/>	<input type="checkbox"/>	
O. Key Box (CAPR 66-1 INWG Supp)	<input type="checkbox"/>	<input type="checkbox"/>	
P. Optional Equipment			
1) GPS Update Card / Cable (GA8, G1000, C172S)	<input type="checkbox"/>	<input type="checkbox"/>	
2) Auxiliary Power Unit (GA8, G1000)	<input type="checkbox"/>	<input type="checkbox"/>	
3) Sunshields (GA8, G1000)	<input type="checkbox"/>	<input type="checkbox"/>	
4) Step Stool (GA8, C182Q)	<input type="checkbox"/>	<input type="checkbox"/>	
5) Tail Stand (GA8)	<input type="checkbox"/>	<input type="checkbox"/>	
6) Passenger Briefing Cards (GA8)	<input type="checkbox"/>	<input type="checkbox"/>	
7) Door Locks / Locking Pins: Pilot, Passenger, Cargo (GA8)	<input type="checkbox"/>	<input type="checkbox"/>	
8) Red Passenger Seat Removal Tool (GA8)	<input type="checkbox"/>	<input type="checkbox"/>	
9) Yellow ARCHER System Removal Tool (GA8)	<input type="checkbox"/>	<input type="checkbox"/>	
S. List all loose equipment not already identified:	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	
Name of Inspector:			Date:

Instructions for use of the INWG Aircraft Inspection Checklist

The INWGF 971 is designed to assist the inspector in determining the overall condition of the aircraft as well as ensuring compliance with FAA and CAP regulations and directives.

1. Aircraft Log Books / Records. Item A. Ensure mid cycle, 100hr and annual inspections are current. FAR 91.417 requires the aircraft records (logbooks) to contain the current status of applicable airworthiness directives, the method of compliance, the AD number, revision date, and recurring action if required. The A&P / AI should have performed and documented all applicable ADs as part of the 100-hour or annual inspection and updated the compliance listing in the maintenance logs. Refer to logbooks or copies of logbooks in the AIF; if unavailable, refer to AIF cover sheet and annotate accordingly.

Item B. ORMS Equip List Matches Installed Equipment: HQ CAP requires wings to account for Comm/Nav equipment installed in aircraft via ORMS. Confirm the equipment listed in ORMS matches the equipment installed in the aircraft. Verification of serial numbers is not required. See AIF tab #7 or eServices for O.R.M.S. records.

Item C. ELT Battery: FAR 91-207 requires the expiration date of the ELT battery be legibly marked on the outside of the transmitter and entered in the aircraft logbook. FAR 91-207 requires ELTs to be inspected during the aircraft annual inspection and this inspection annotated in the logbook.

Items D1), D2), and D3). IFR Requirements: FAR par 91.411 and 91.413 requires the altimeter, pitot static and transponder to be tested and inspected every 24 months. The inspection dates are annotated in the aircraft logbook.

Item D4). VOR Check: The VOR check is required by FAR 91.171 to be accomplished prior to the flight or within the preceding 30 days if the aircraft is to be operated under IFR. The pilot can accomplish this test by checking the VOR against a designated VOR checkpoint on the ground or by flying over a prominent ground point, or if the aircraft has dual VORs by checking them against each other. When performing the check, the pilot should record the date, place, bearing errors and sign the log or record. The aircraft cannot be flown IFR if this check has not been performed or logged!

2. Aircraft Interior. Items A.1&2) Airworthiness Certificate and Registration: These items are normally kept together and mounted in a pouch attached to a sidewall of the aircraft. The Airworthiness Certificate is issued when the aircraft is manufactured; the registration is issued with a change in ownership (i.e., when HQ CAP purchased it). The Radio License is no longer required for operations inside the US.

Items A.3,4&5) Operating Handbook & Weight & Balance & Ref Guides: FAR 91-9 requires each aircraft to have an operating handbook and displayed operating limits in the form of placards or instrument markings. Ensure a handbook matching the aircraft's make, model and year is in the aircraft and contains a current weight and balance sheet. GPS/AP Reference Guides usually required. Consult INWG/DOM for clarification.

Item B. Check for obvious defects, leaks, corrosion, cleanliness, and condition of interior.

Items C, D, E, F and G. Placards: Not for Hire/Maximum Crosswind/ Cessna Seat Slippage Warning/ Tow Bar/Operating Limits. Ensure these placards are properly installed and visible. They can be ordered through INWG/DOM.

Item H. Avionics and Control Locks Installed: Assure an avionics lock is installed if equipped. Aircraft comm/nav equipment is very expensive and can be easily stolen. The hole drilled in the control column for installation of the control lock should be centered to assure the flight controls are locked in the neutral position. For aircraft that are not equipped with an avionics lock, install flight control lock whenever aircraft is parked.

Item I. Fire Extinguisher: Ensure fire extinguisher has a gauge and is properly serviced.

Item J. Carbon Monoxide Detectors: For safety, disposable 12 month or greater carbon monoxide detectors will be installed in all CAP-owned aircraft. Inspect detectors for serviceability (change of indicator color) and valid expiration date. Detectors are provided by INWG/DOM each December.

Item K. Cessna Seat Rail Condition: The Cessna seat rails must be checked for overall condition. Check specifically for any cracks in the rails or runners. If any cracks or questionable defects are found, have an A&P mechanic inspect it for serviceability. Also, check for elongation of the holes on the rails, seat locking pin rounding and roller washer wear.

Item L. Secondary Seat Stop Installed (All Cessna Aircraft, Prior to 1997 Models): The secondary seat stop requirement is required for all Cessna aircraft

prior to 1997 models. Cessna redesigned the seat rails on later models, eliminating this requirement. The secondary seat stop is installed on the right side of the pilot's seat (left front seat) to prevent it from sliding if the seat pin fails. This is a HQ CAP mandatory equipment requirement.

Item M. Cargo Tie-down or Cargo Net: FAR 91.525 requires cargo to be properly secured by a safety belt or other tie-down method having enough strength to eliminate the possibility of shifting during operation. Cargo net is recommended for the cargo compartment.

Item N. Survival Kit. Assure a survival kit has been established and is available during every flight.

3. Aircraft Exterior. Item A. Properly Chocked, Tied Down & Condition of Tie Downs: All aircraft, when not being operated, are required to be properly chocked and secured. The aircraft should also be tied down at 3 points. Chains may be used providing the chain is not directly attached to the ground anchor point. This configuration will damage the wing spars because there is no flexibility during wind gusts. Nylon rope with at least a 3,000 lbs. tensile strength is recommended.

Item B. Check for obvious defects, leaks, corrosion, cleanliness, and condition of paint. Exterior Corrosion: HQ CAP emphasizes an aggressive aircraft corrosion prevention program and provides ACF-50 corrosion inhibitor, free to CAP units, to be sprayed on the aircraft. Note any corrosion you find. It is expensive to repair; however, it is less expensive to repair if caught early. This is the most important item to check during your inspection. The primary purpose of paint is to prevent corrosion with a secondary purpose of enhancing appearance. Therefore, look closely for corrosion, and missing or chipped paint. Units need to do touch-up painting on their aircraft and not just let them deteriorate. Corrosion can best be checked by removing an access panel on the leading edge area of the wing and visually looking for corrosion or by looking at exposed metal inside the aircraft such as under carpets. Check for cracks in the aircraft skin. If a crack is detected and has a hole drilled at the progressive end of the crack, this is OK. It is a previous repair called "stop drill" and is designed to stop the crack from progressing any further. If, however, the crack has not been stop drilled or the crack has progressed, it should be repaired.

Item C. Condition of Propeller. Inspect propeller for damage and leaks, paying particular attention to nicks and evidence of propeller strike. Also check for excessive rubbing marks between spinner and cowling.

Item D. External Identification Plate: FAR 45-11 requires a fireproof plate that is etched, stamped, or engraved with the builder's name, model designation, and serial number. It must be secured to the exterior of the aircraft near the tail surfaces or adjacent or just aft of the rear-most entrance door. If the aircraft was manufactured before March 7, 1988, the plate can be attached to an accessible interior or exterior location near an entrance; however, the model designation and serial number must also be displayed on the aircraft fuselage exterior.

Item E. Decals. Ensure appropriate decals are installed on wings, doors and vertical stabilizer.

Item F. Brakes. Check brakes and brake lines for leaks, wear, cracked pads and obvious defects.

Item G. Tires. Check tires for proper air pressure and serviceability.

Item H. Engine Cowling Fit & Fastener Condition: Check the cowling for proper fit and contour. Check the condition of the fasteners holding it in place. Loose, improper, or defective fasteners or nut plates could cause the cowling to separate during flight.

Item I. Door Hinge Pins (Cessna): Check the door hinges for proper hinge pins. Only authorized Cessna hinge pins will be installed in CAP aircraft. Cotter pins, quick release pins, nails, etc., will not be used and are easily identifiable. Check aircraft parts manual or call INWG/DOM for proper hinge pin part numbers and photographs.

4. Exterior and Interior Lighting for Proper Operation. Items a, b, c, d, e, and f. Check all lights for operation. You may do this by turning on the master switch and all lights.

Most of the items on the checklist are self-explanatory. The dates and times for the aircraft annual, 100hr inspections, and oil changes should be in the aircraft logbooks. Tach times should be used to determine when maintenance actions are required and time change items are due replacement. POC for this checklist is INWG/DOM.

