

Attachment 2: Aircraft Maintenance Acceptance Worksheet

| USE OF THIS FORM | | | |
|---|------------|---|--------------------|
| <ul style="list-style-type: none"> The purpose of this worksheet is to thoroughly examine an aircraft ABOVE and BEYOND the POH preflight inspection after maintenance has been performed. The primary goal is to detect any defects that may have been introduced during maintenance which would render the aircraft not airworthy or which might present a danger to the crew. Additionally, this worksheet will help to ensure that all aircraft records are correct IAW 14 CFR Part 43. Any discrepancies found with the aircraft or documentation must be resolved prior to departing the maintenance facility. Allow at least 20 minutes in the schedule for completion of these tasks. Attention to detail is crucial. | | | |
| GENERAL INFORMATION | | | |
| CAP Maintenance Pilot (CMP) Name | | CAPID | Date of Flight (Z) |
| CMP Phone No. | | CMP Email Address | |
| Mission No. | Sortie No. | Aircraft Tail No. | |
| Starting Tach Time (Recorded from A/C) | | Starting Hobbs Time (Recorded from A/C) | |
| <p><i>Compare the actual tach and hobbs readings from the A/C to the last recorded readings recorded on the Aircraft Flight Time Log located in TAB 1 of the AIF. If they do not agree, create an entry for CMX on the Aircraft Flight Time Log as a Maintenance Engine run. Ensure that this entry is also entered into CAPs Mission Management System (WMIRS).</i></p> | | | |
| PREPARATION | | | |
| <ul style="list-style-type: none"> Receive briefing from the Wing Maintenance Officer concerning the maintenance performed and any items deferred. Discuss with the Wing Maintenance Officer the appropriate actions if an issue arises after takeoff, including whether to return to the maintenance facility or continue on to destination. Obtain aircraft keys, maintenance records, and logbooks from Maintenance Facility. Verify overall aircraft condition. Take note of dents, wrinkles, or hangar rash that may be new. If issues are identified, discuss with the Wing Maintenance Officer prior to departure. Ensure all required maintenance has been completed as specified in the logbook entries. Record Tail No., Hobbs, and Tach readings from the aircraft and ensure accuracy with maintenance entries. Ensure Loose/Removable Equipment (as recorded on the back cover of AIF) is in aircraft or documented as removed. Verify full range and correction direction of movement of elevator, rudder and trim tabs. Check cowl flaps for full range of motion. (If applicable) Check the cabin doors/windows (and photo window, if applicable) for proper operation. | | | |
| AIRCRAFT GROUND INSPECTION | | | |
| <p><i>The following items are special interest areas that should be checked by the CMP following all post-maintenance activities. When a relocation flight following a maintenance activity is required, these items are <u>in addition to</u> the manufacturer's preflight checklist items.</i></p> | | | |
| Left Wing <ul style="list-style-type: none"> <input type="checkbox"/> Inspection access panels secure - all screws present and tight. <input type="checkbox"/> Wing tip and strut fairings are attached, and all screws are tight. <input type="checkbox"/> Pitot tube, secure and undamaged. <input type="checkbox"/> Ailerons and flaps have full range of motion and proper deflection. <input type="checkbox"/> Static dissipaters present and intact. <input type="checkbox"/> Fuel drains work normally and do not leak. <input type="checkbox"/> Fuel cap is in place and chain is attached. | | Left Fuselage <ul style="list-style-type: none"> <input type="checkbox"/> Tire condition and inflation. <input type="checkbox"/> Brake pads and rotor condition/wear. <input type="checkbox"/> No caliper or brake hydraulic line leaks. <input type="checkbox"/> All access panels secure. <input type="checkbox"/> Cargo door condition and security. <input type="checkbox"/> Presence and security of all antennas. <input type="checkbox"/> Missing/loose screws/fasteners. | |
| Empennage <ul style="list-style-type: none"> <input type="checkbox"/> Check condition of complete elevator/rudder assembly, end caps, and loose/missing hardware. <input type="checkbox"/> Check condition of tiedown ring, note scuffing, not bent, security. <input type="checkbox"/> VOR/ILS antennas secure. | | | |
| Right Wing <ul style="list-style-type: none"> <input type="checkbox"/> Inspection access panels secure - all screws present and tight. <input type="checkbox"/> Wing tip and strut fairings are attached, and all screws are tight. <input type="checkbox"/> Pitot tube (if present), secure and undamaged. <input type="checkbox"/> Ailerons and flaps have full range of motion and proper deflection. <input type="checkbox"/> Static dissipaters present and intact. <input type="checkbox"/> Fuel drains work normally and do not leak. <input type="checkbox"/> Fuel cap is in place and chain is attached. | | Right Fuselage <ul style="list-style-type: none"> <input type="checkbox"/> Tire condition and inflation. <input type="checkbox"/> Brake pads and rotor condition/wear. <input type="checkbox"/> No caliper or brake hydraulic line leaks. <input type="checkbox"/> All access panels secure. <input type="checkbox"/> Cargo Door (C206) latches will fully engage. <input type="checkbox"/> Presence and security of all antennas. <input type="checkbox"/> Missing/loose screws/fasteners. | |

AIRCRAFT GROUND INSPECTION (cont.)

Nose

- Check inside the cowling for anything out-of-place, or any anomalies through available access points.
- Check the oil dipstick for the presence, color, and amount of engine oil.
- Check the prop for nicks or dents and the spinner for cracks and the presence/tightness of all screws.
- Cowling screws/fasteners present, tight, and fully engaged.
- Check heater connectors for condition and security.
- Check landing gear strut for proper inflation, condition, presence and condition of all required nose hardware.
- Check wheel assembly, tire for condition and proper inflation.
- Fuel drains work normally and do not leak.

AIRCRAFT PREFLIGHT INSPECTION

When a post-maintenance flight is to be conducted, such as when relocating an airplane back to a home base, the following items are special interest areas that should be checked by the CMP in addition to the manufacturer's preflight checklist items.

Voltage Check

- Before engine start, approximately 24 volts, amperage slight discharge.
- After engine start, approximately 28 volts, amperage slight charge at idle.

After Starting Engine

- Oil Pressure to idle level within 5 seconds, oil temp rising.
- After energizing the electrical buss, check for unusual odors, visible smoke or anomalous electrical equipment operations.
- All instrument systems check, GARMIN system check (if applicable), engine monitor check (if applicable).
- Check "Mission Master" switch (if applicable) and VHF-FM/ Becker/DF function.
- Check electric elevator trim (if applicable) for correct movement stop-to-stop.

During Taxi Check

- Brakes check, steering check, instruments check, attitude, DG/HSI, turn and bank indicator.

Before Takeoff

- Check engine instruments, engine monitor indications (CHT/EGT and TIT, if applicable), vacuum check, oil temp, flaps check.

Be prepared to abort the takeoff or remain in the pattern for landing should any malfunction occur.

After Takeoff

- After takeoff when safe to do so, check systems and equipment that was repaired.
- Check cabin heat controls and cooling vents.
- After clear of the pattern, during cruise flight, check autopilot system in accordance with proper procedures.
- During cruise flight check for proper EGT/CHT, and TIT (if applicable) and correct effect of cowl flaps.

After Landing

- Complete a thorough post flight inspection, paying attention to anything that had been repaired, or anything that may have been suspicious during the flight.
- Return the logbooks to their proper location.

RECORDKEEPING AND NOTES

- Send a copy of the completed Aircraft Maintenance Acceptance Worksheet to the briefing Maintenance Officer.
- Advise the Wing Maintenance Officer of the flight status. If any discrepancies or issues are discovered, ensure the Wing Maintenance Officer knows so that discrepancies can be recorded in the Maintenance Information System.