

CAP Glider Aircraft Inspection Checklist

Wing: _____ **Date of Last Annual Inspection:** _____
Tail #: _____ **Airframe Time @ Last Annual Inspection:** _____
Make/Model/Year: _____ **Airframe Time:** _____

Inspection Item (Installed/Serviceable/Current ⇒)	Y	N	NA	Remarks / Discrepancy
1. Aircraft Log Books / Records				
A. Annual Insp. & A:i:worthmess Directives (AD) Compliance Listing Current (Ref FAR 91 .417 & CAPR66-1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
B. Equipment List (ORMS) Matches Comm Equipment Installed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Aircraft Interior				
A. Required Documents in Aircraft A-R-O-W	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
1) Airworthiness Certificate (Ref: FAR 91.203)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2) Registration (Ref: FAR 91.203)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3) Operating Handbook (Airplane Flight Manual / POH) (Ref: FAR 91.9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4) Current Weight & Balance Data (Ref: Acft Flight Manual / POH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
B. Obvious Defects, Leaks, Corrosion, Cleanliness, and Condition of Interior	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C. "Not for Hire" Placard Displayed (Ref: CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
D. "Max Crosswind" Placard Displayed (Ref: CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E. Operating Limits / Placards (Ref: FAR 91.9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F. Battery Installed or available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
G. Cargo Tie-Down or Net Installed (Blanik L-23 Only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
H. Ballast available and intact, ballast holders secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I. Seat belts intact & secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Aircraft Exterior				
A. Acft Properly Tied Down and Condition of Tie downs (CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
B. Obvious Defects, Leaks, Corrosion, Cleanliness, and Condition of Paint	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C. Assembly Hardware Correct, safety wire or pins in place	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
D. Appropriate CAP decals on vertical stabilizer (Ref: CAPR 66-1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E. Brake for Obvious Defects (Ref: Acft Service Manual)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F. Tires for Proper Air Pressure and Serviceability (Ref: Acft Service Manual/STC)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
G. Canopy for Proper Fit / Fasteners Serviceable and Secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
H. Control locks (rudder/aileron/elevator) in place	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I. Probe covers or plugs in place, removable probes available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
J. Tow hook condition and operation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
K. Antenna condition and position	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Comments:

Name of Inspector:

Date:

Instructions for use of the CAP Glider Aircraft Inspection Checklist

This checklist is designed to assist the inspector in determining the overall condition of the aircraft, as well as ensuring compliance of FAA and CAP regulations and directives.

1. Aircraft Log Books / Records.

Item A. Ensure annual inspection is 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 annual inspection and updated the compliance listing in the maintenance logs.

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.

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) Operating Handbook & Weight & Balance: 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.

Item B. Check for obvious defects, leaks, corrosion, cleanliness, and condition of interior. Ensure seat cushions are available and in good condition.

Items C, D, and E. Placards: Not for Hire/Maximum Crosswind /Operating Limits. Ensure these placards are properly installed and visible. These placards can be ordered through NHQ / LGM.

Item F. Battery installed or Available: If equipped, Check battery is installed or available. If installed, check charge level and radio function.

Item G. Cargo Tie-down or Cargo Net (Blanik L23 only): Inspect cargo restraint belts behind rear seat for condition and proper operation.

Item H. Ballast intact, available and secure. Check that the recommended ballast is available, in good condition and can be secured from shifting in flight. Check ballast holders for condition and security.

Item I. Seat belt condition. Check that the seat and shoulder belts are in good condition and can be easily adjusted and operated.

3. Aircraft Exterior.

Item A. Properly Tied Down & Condition of Tie Downs: All aircraft, when not being operated, are required to be properly secured. The aircraft should also be tied down at a minimum of 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: 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. Corrosion can best be checked by removing an access panel 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 noted and brought to the attention of the unit maintenance officer.

Item C. Assembly Hardware. Inspect assembly hardware for corrosion and condition and that the correct assembly hardware has been used. Check that all nuts and safety pins or wires are in place. Inspection and wing root covers will need to be opened or removed to do this.

Item D. Decals. Ensure appropriate CAP decals are installed on vertical stabilizer.

Item E. Brakes. Check brakes for obvious defects. Note that CAP gliders have mechanical, not hydraulic, brakes and the shoes or pads are not visible without disassembly.

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

Item G. Canopy Fit & Fastener Condition: Check the canopy for proper fit and contour. Check the condition of the guide pins and fasteners holding it in place. Check that the correct breakable bronze safety wire is in place on ejection handles. Missing guide pins and loose, improper, or defective fasteners or nutplates could cause the canopy to separate during flight. Check presence and condition of yaw strings.

Item H. Control Locks Installed: Install flight control locks on ailerons and rudders whenever aircraft is parked. Elevator should be secured with seat belts or appropriate straps. External gust locks should have Remove Before Flight streamers attached.

Item I. Probe covers and plugs installed: Removable probes should be present and in good condition. Pitot tube, air intake, and total energy probe covers and plugs should be in place and have Remove Before Flight streamers attached.

Item J. Tow Hook condition and function. Check that the tow hook mechanism is not damaged or corroded and functions smoothly from both seats if equipped. If two tow hooks are installed check both.

Item K. Radio antenna. Check condition and security of the radio antenna and that it is in the operating (upright) position if so equipped.

Most of the items on the checklist are self explanatory. The dates and times for the aircraft annual inspections, should be in the aircraft logbooks. Unless the glider is Hobbs equipped, log entries should be used to determine when maintenance actions are required. POC for this checklist is NHQ/LGM, Maxwell AFB AL 877-227-9142, ext 272.