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AIRCRAFT MAINTENANCE MANUAL

# TEMPORARY REVISION 05-01

**FILING INSTRUCTIONS:** Print this Temporary Revision on double sided 8.5 X 11 inch yellow paper. Put this Temporary Revision facing page 12 of 05-20-00 (which is a permanent pageblock).

Record the incorporation of this Temporary Revision on the yellow **RECORD OF TEMPORARY REVISIONS** sheet at the front of the manual.

Keep this Temporary Revision until normal revision service incorporates the information into the DA201-A1 Aircraft Maintenance Manual.

**DESCRIPTION:** This Temporary Revision revises the Time Limits and Maintenance Checks for the Landing Gear.

TIME LIMITS AND MAINTENANCE CHECKS

Table 6	Interval (Flight Hours)				
	50	100	200	1000	Initials
Inspection Items					
23. Drain and vent bores in wings, fuselage, and control surfaces; check		X	X	X	
24. Remove aileron push rods; check for chafing.				X	
25. B-bolts; check for axial play. Refer to Maintenance Manual, Chapter 57.		X	X	X	

7. Landing Gear

Table 7	Interval (Flight Hours)				
	50	100	200	1000	Initials
Inspection Items					
1. Clean main landing gear and nose wheel; remove fairings; check fairing mounts for cracks.		X	X	X	
2. Main landing gear; check for cracks, paint chips, corrosion, and any unusual deformation, and damage.		X	X	X	
3. Check toe and camber according to Maintenance Manual, Chapter 32-10.				X	
4. Brake lining for leaks; check corrosion and wear. Minimum thickness: 2.54 mm (0.10").		X	X	X	
5. Brake disks; check for wear. Minimum thickness: 4.242 mm (0.167").		X	X	X	
6. Examine the nose-gear journal-bearings in the bottom of the fuselage. Look especially for play.		X	X	X	
7. Examine the bearing in the shock absorber retainer. Look especially for play.		X	X	X	

Table 7 Inspection Items	Interval (Flight Hours)				
	50	100	200	1000	Initials
8. Examine the nose landing gear shock absorber assembly as follows: <ul style="list-style-type: none"> <li>- Inspect for damage, corrosion or cracks</li> <li>- Inspect rubber dampers for deterioration, cracks or damage</li> <li>- Inspect for proper attachment and loose components.</li> <li>- If any component of the assembly is found loose, the assembly must be removed and check for proper length and to determine the cause. Refer to Chapter 32-20-00 for further information.</li> </ul>		X	X	X	
9. Remove the NLG fork. (Refer to Chapter 32-20-00).		X	X	X	
10. Inspect the fork for cracks, corrosion and deformation. <ul style="list-style-type: none"> <li>- Carefully inspect the NLG fork for cracks</li> <li>- Look especially for cracks in radius areas.</li> </ul>		X	X	X	
11. Visually examine the NLG fork pivot. <ul style="list-style-type: none"> <li>- Look especially for cracks in the radius where the fork makes contact, corrosion and wear. Any corrosion needs to be assessed, treated and/or the component replaced</li> <li>- Inspect the pivot stud threads of the lower end of the strut for cracks/damage.</li> </ul>		X	X	X	
12. Lubricate the NLG fork pivot as per Chapter 12-00 and install the NLG fork.		X	X	X	
13. Remove and disassemble the NLG shock absorber assembly. (Refer to Chapter 32-20-00)				X	
14. Examine the rubber damper condition for cracks, compression, or deterioration.				X	
15. Examine the shock absorber rod for deformation, wear, corrosion or cracks.				X	
16. Assemble the shock absorber assembly and install the shock absorber. (Refer to Chapter 32-20-00).				X	
17. Remove the NLG strut. (Refer to Chapter 32-20-00).				X	

Table 7 Inspection Items	Interval (Flight Hours)				
	50	100	200	1000	Initials
18. Visually examine the NLG strut condition. Look especially for distortion, corrosion and condition of the paint.				X	
19. Visually examine the NLG strut upper journal assembly lock bolt. Look especially for cracks and corrosion.				X	
20. Do a visual inspection of the NLG bushings in the T-panel on the bottom of fuselage. <ul style="list-style-type: none"> <li>- Check for the security of the bushing in the T-panel</li> <li>- Do a tap test to check for the condition of the surrounding laminate</li> <li>- Check the bond of the T-panel to the floor panel and to the fuselage skin.</li> </ul>				X	
21. Install the nose landing-gear strut. (Refer to Chapter 32-20-00).				X	
22. Check elastomer spring package according to Maintenance Manual, Chapter 32-20.		X	X	X	
23. Inspect nose landing gear fork in accordance with part 1 of SB DA20-32-02.			X	X	
24. Tire check for cuts and wear; Ensure correct tire pressure: Main: 33 psi (228 kPa) Nose: 26 psi (179 kPa)		X	X	X	
25. Rims of main wheels and nose wheel; check for cracks.		X	X	X	
26. Wheel bearings; check for play, corrosion, and irregular running.		X	X	X	
27. Remove main wheels; clean and lubricate bearings.			X	X	
28. Install wheel fairings; check for looseness.		X	X	X	

8. General

Table 8	Interval (Flight Hours)				
	50	100	200	1000	Initials
1. Pitot-static system; check for leaks and cleanliness.				X	
2. Drain any water which may have accumulated in the Pitot static system.		X	X	X	
3. Lubricate in accordance with Lubrication Schedule in Chapter 12-20.			X	X	
4. Check for foreign objects and tools; close all inspection holes, and install cowling.	X	X	X	X	
5. Drain any water which may have accumulated in the stall warning system.		X	X	X	
6. Perform general functional test and engine test run.	X	X	X	X	
7. Engine; check for leakage.	X	X	X	X	
8. Tighten oil filter.	X		X	X	
9. Perform check flight, carry out and confirm all items on the form "Check Flight".				X	
10. Enter inspection in log book.	X	X	X	X	
11. File Inspection Checklist, material tags, Findings Report, Engine Test Run Report, and Check Flight Report in Airplane Maintenance Log.	X	X	X	X	


9. Maintenance Report


Complete a copy of the Maintenance Report after all of the applicable maintenance tasks in the Maintenance Checklist have been initialled.

DA20-A1	
Aircraft Serial Number:	Registration Number:
Check: _____ (50 hr., 100 hr., 200 hr., 1000 hr., 6000 hr.)	
REMARKS:	
The aircraft is airworthy with respect to its maintenance condition.	
Place: _____	
Date: _____	
A.M.E: _____	

10. Maintenance Check Flight Report

**NOTE:** The maintenance check flight must be done in accordance with the applicable national regulations.

	<b>MAINTENANCE CHECK FLIGHT</b>		<b>DA20-A1</b>		
	(See Maintenance Checklist for Applicability)		Page 1 of 2		
Registration:		Pilot:		Airdrome:	
Date:		Take-Off:		Landing:	
<b>Functional Check, Flight Behavior</b>			<b>Findings</b>		
			N/A	NO	YES
Fuel quantity indicator					
ACL, Navigation lights					
Warning and Caution lights					
Altimeter, QNH adjustment					
Radio, radio check					
Navigational instruments					
Electrical fuel pump					
Engine starting behavior, cold					
Oil pressure indicator					
Ammeter, generator					
Voltmeter					
RPM indicator					
Cylinder head temperature indicator					
Oil temperature indicator					
Parking brake					
Wing flaps					
Ignition circuits					
Carburetor Heat					

	<b>MAINTENANCE CHECK FLIGHT</b>	<b>DA20-A1</b>		
	(See Maintenance Checklist for Applicability)	Page 2 of 2		
<b>Functional Check, Flight Behavior</b>		<b>Findings</b>		
		<b>N/A</b>	<b>NO</b>	<b>YES</b>
Taxiing behavior, take-off behavior				
Airspeed indicator				
Vertical speed indicator				
Compass				
Behavior during climb				
Cylinder head temperature				
Oil Temperature				
Cabin heat/cabin air				
Behavior during high speed flight				
Trim/trim range				
Behavior during low speed flight				
Stall warning				
Landing behavior				
Fuel shut-off valve				
Engine starting behavior, warm				
Engine shut down behavior				
Remarks:				
(Pilot)				

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**11. 6000 Hour Inspection**

All inspection items listed in Tables 3.1-3.6 must be performed within 6000 hours of flight time and every 6000 hours thereafter. The inspection must be performed in conjunction with the coincident 1000 hour inspection.

All items performed, the findings, as well as their correction must be recorded in accordance with an approved procedures manual.

Prior to commencing the 6000 hour inspection support the fuselage on jack stands remove the wings, rudder, horizontal stabilizer, and remove the landing gear. Remove the flaps and ailerons from the wings and remove the elevator from the horizontal stabilizer.

**A. Types of Inspection**

In the inspection checklist, three types of inspection are specified:

V - Visual Inspection

T - Tap Test

F - Functional or Fit Check

**(1) Visual Inspection**

In composite structures, surface damage, e.g. dents or scratches may be detected by visual inspection. You can see where fiber breakage or matrix cracking has happened. Damage to the core may also be visible. It is easier to see damage on unpainted areas of composite. On painted composite surfaces, damage is often first visible as waviness that shows up when you illuminate the surface with a bright light at a low angle.

To simplify laminating, a paste made of epoxy resin filled with silica powder is sometimes used to smooth abrupt transitions, such as sharp inside corners or at the edges of foam core. Since the cured paste is white, it can be difficult to tell the difference between this paste and a delamination in a glass fibre composite. The areas of paste are whiter and have more sharply defined edges.

In composite structures, small hairline cracks may occur in the surface finish, especially at places where filler putty has been used. If the part has no foam core and the opposite face is accessible and unpainted, you may be able to determine if there is damage to the composite. If not, you must remove the paint and filler from the affected area by careful hand sanding to expose the underlying composite.

The composite structure is protected by paint from exposure to damaging ultraviolet light from the sun. It is important that the paint be in good condition. UV light can also damage the paint. You can inspect for UV damage of the paint as follows:

- (a) Clean the painted surface with solvent-based cleaner (BASF Prekleeno 900). Wipe the cleaner off before it dries.
- (b) Rub the paint surface with a dark cloth. An excess of white, chalky residue on the cloth indicates oxidation of the paint due to UV damage. If only a small amount of residue is found, the paint can be polished smooth. If a large amount of residue is found, the component should be repainted.

If visual inspection of a metal component indicates possible damage, non-destructive inspection may be used to check for cracks. Alternately, the part may be replaced.

(2) Tap Test for Composites

Each type of structure makes a distinct sound when tapped with a large coin or washer. The thicker and more solid the structure, the higher is the pitch of the sound. Areas of delamination, cracks in overlapping bonds and sandwich panels with underlying damage to the core sound dull or dead when tapped. The best technique is to tap repeatedly while moving slowly around the area of interest, listening for changes in the sound. In this way, it is possible to find the extent of an area of damage.

Tap testing is also useful to find the edges of an area of core, to find underlying bulkheads or ribs and to find steps in the thickness of solid laminates.

Tap testing is done if visual inspection indicates possible damage. For example, if a surface dent is found in a sandwich part, tap testing should be used to determine if there is a disbond between the skin and the core.

(3) Functional or Fit Check

Wear on mating parts can be evaluated by measuring the play between the parts when they are engaged, such as the fit of the main pins in the bushings in the spar bridge.

B. Defect Limits for Composites

Diamond Aircraft has established defect limits for inspection of composite airframe components; refer to Chapter 51-10 for this information.

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**6000 HOUR INSPECTION CHECKLIST DA20-A1**


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S/N: \_\_\_\_\_ Registration: \_\_\_\_\_

Date: \_\_\_\_\_ Airplane \_\_\_\_\_  
Operating Hours: \_\_\_\_\_

File completed Inspection Checklist and Findings Report in the Airplane Maintenance Log.

**NOTE:** Where the inspection method indicated in the following tables is followed by the symbol "(T)", perform a tap test, if visual inspection reveals evidence of possible delamination and/or disbond.

<b>Table 3.1 Left Wing</b>		Must be performed in conjunction with coincident 1000 hr inspection.	
<b>Inspection Items</b>		<b>Inspection Method</b>	<b>Initials</b>
<b><i>Left Wing Root Ribs (in front and behind spar)</i></b>			
1.	Bonding with the skins	V (T)	
2.	Joints with main spar/spar stump	V	
3.	Condition of laminate (cracks, delamination)	V	
4.	A-bolt bushing and bearing in forward root rib (bond of bushing in rib, tight fit of bearing in bushing, corrosion or wear of bearing)	V, F	
5.	B-bolt bushing and bearing in forward root rib (bond of bushing in rib, tight fit of bearing in bushing, corrosion or wear of bearing)	V, F	
<b><i>Left Wing Spar Stump</i></b>			
1.	Condition of laminate (delamination)	V	
2.	Main bolt bushing in spar web (tight fit of main pin within bushing, corrosion or wear of bushing, bond of bushing in spar stump)	V, F	
<b><i>Left Wing Main Spar</i></b>			
1.	Main spar bonding with wing skins	V (T)	
2.	Main spar flange joint with web outboard from root rib looking through root rib openings (no delamination).	V	
3.	Spar web sandwich structure outboard from root rib looking through root rib openings (condition of laminate, delamination, condition of core)	V	

Table 3.1 Left Wing	Must be performed in conjunction with coincident 1000 hr inspection.		
Inspection Items	Inspection Method	Initials	
<b><i>Left Upper and Lower Wing Skins</i></b>			
1. Check for delamination, cracks, dents, scratches	V		
2. Check condition of paint (chips, scratches, UV damage)	V		
3. Check for damage to core or disbond between skin and core	V (T)		
4. Leading edge bond (disbonds, cracks above or below overlap seam)	V, (T)		
5. Drain holes open	V		
6. Landing light opening (check for cracks in laminate around fasteners)	V		
7. Remove tie down ring and check for delamination, cracks, elongation of hole.	V		
<b><i>Left Wing Trailing Edge Main Spar</i></b>			
1. Condition of laminate	V		
2. Bond of trailing edge to skins	V (T)		
3. Bonding of flap and aileron hinges to trailing edge and skin	V (T)		
4. Condition of flap and aileron hinges (cracks, corrosion, fit of clevis pin in hinge, paint, and separation from trailing edge spar or lower skin ahead of spar face, loose rivet). Refer to Chapter 57.	V, F		
<b><i>Left Wing Internal Ribs</i></b>			
1. Condition of laminate	V		
2. Check for cracks and delamination around bellcrank brackets and disbond between bracket and rib.	V		
3. Condition of bellcrank brackets (cracks, elongation of bellcrank mounting holes, corrosion, paint)	V		

<b>Table 3.2 Right Wing</b>	Must be performed in conjunction with coincident 1000 hr inspection.		
<b>Inspection Items</b>	<b>Inspection Method</b>	<b>Initials</b>	
<b><i>Right Wing Root Ribs (in front and behind spar)</i></b>			
1. Bonding with the skins	V (T)		
2. Joints with main spar/spar stump	V		
3. Condition of laminate (cracks, delamination)	V		
4. A-bolt bushing and bearing in forward root rib (bond of bushing in rib, tight fit of bearing in bushing, corrosion or wear of bearing)	V, F		
5. B-bolt bushing and bearing in forward root rib (bond of bushing in rib, tight fit of bearing in bushing, corrosion or wear of bearing)	V, F		
<b><i>Right Wing Spar Stump</i></b>			
1. Condition of laminate (delamination)	V		
2. Main bolt bushing in spar web (tight fit of main pin within bushing, corrosion or wear of bushing, bond of bushing in spar stump)	V, F		
<b><i>Right Wing Main Spar</i></b>			
1. Main spar bonding with wing skins	V (T)		
2. Main spar flange joint with web outboard from root rib looking through root rib openings (no delamination).	V		
3. Spar web sandwich structure outboard from root rib looking through root rib openings (condition of laminate, delamination, condition of core)	V		
<b><i>Right Upper and Lower Wing Skins</i></b>			
1. Check for delamination, cracks, dents, scratches	V		
2. Check condition of paint (chips, scratches, UV damage)	V		

<b>Table 3.2 Right Wing</b>		Must be performed in conjunction with coincident 1000 hr inspection.	
<b>Inspection Items</b>		<b>Inspection Method</b>	<b>Initials</b>
3.	Check for damage to core or disbond between skin and core	V (T)	
4.	Leading edge bond (disbonds, cracks above or below overlap seam)	V, (T)	
5.	Drain holes open	V	
6.	Landing light opening (check for cracks in laminate around fasteners)	V	
7.	Remove tie down ring and check for delamination, cracks, elongation of hole.	V	
<b><i>Right Wing Trailing Edge Main Spar</i></b>			
1.	Condition of laminate	V	
2.	Bond of trailing edge to skins	V (T)	
3.	Bonding of flap and aileron hinges to trailing edge and skin	V (T)	
4.	Condition of flap and aileron hinges (cracks, corrosion, fit of clevis pin in hinge, paint, and separation from trailing edge spar or lower skin ahead of spar face, loose rivet). Refer to Chapter 57.	V, F	
<b><i>Right Wing Internal Ribs</i></b>			
1.	Condition of laminate	V	
2.	Check for cracks and delamination around bellcrank brackets and disbond between bracket and rib.	V	
3.	Condition of bellcrank brackets (cracks, elongation of bellcrank mounting holes, corrosion, paint)	V	

<b>Table 3.3 Fuselage</b>	Must be performed in conjunction with coincident 1000 hr inspection.		
<b>Inspection Items</b>	<b>Inspection Method</b>	<b>Initials</b>	
<b><i>Fuselage Skin, including Vertical Stabilizer</i></b>			
1. Check for delamination, cracks, dents, scratches	V		
2. Check condition of paint (chips, scratches, UV damage, condition of fire-proof paint aft of lower cowl outlet)	V		
3. Inspect for cracks in paint at bonding seam down center line of fuselage, upper and lower surfaces, and disbonding between internal composite components and skin.	V (T)		
4. Drain holes open	V		
5. NLG bushings in T-panel on bottom of fuselage (security of bushing in T-panel, play between NLG strut and bushing, condition of laminate, bond of T-panel to floor panel and fuselage skin)	V, (T)		
<b><i>Bulkheads, Webs, Ribs in Vertical Stabilizer</i></b>			
1. Check for delamination, cracks (particularly around access holes)	V		
2. Viewing through access holes in vertical stabilizer spar, inspect internal composite components for disbonding with skin, and for delamination and cracks.	V		
3. Check bushings at aft horizontal stabilizer attachment (corrosion, cracks, delamination or cracks in composite around bushing)	V		
4. Check forward horizontal stabilizer mounting pin (security of pin in structure, cracks, corrosion, fit of pin in bearing, delamination or cracks in surrounding laminate)	V, F		
5. Check rudder pivot bearing for corrosion, wear	V, F		
6. Visually inspect fuselage skin around lower tail fin for cracks. Inspect bond line to vertical stabilizer web for cracks.	V, (T)		
<b><i>Spar Bridge and Wing Connection</i></b>			
1. Condition of spar bridge laminate (delamination) and bond to fuselage	V		
2. Check for delamination of fuselage skin outboard of seat fastener through side of spar bridge	V, T		
3. Main pin, A- and B-bolt bushings (security of bushings in surrounding composite, tightness of fit of pin/bolt, cracks, corrosion)	V		
4. Main pins and A-bolts (corrosion, wear, distortion)	V, F		

<b>Table 3.3 Fuselage</b>		Must be performed in conjunction with coincident 1000 hr inspection.	
<b>Inspection Items</b>		<b>Inspection Method</b>	<b>Initials</b>
5. Main landing gear and A-bolt attachment brackets (cracks or corrosion of bracket, disbond from or delamination in surrounding laminate)		V	
<b>Firewall</b>			
1. Condition of laminate when viewed from cockpit side (cracks and delamination, particularly around engine mount fastener holes, battery box, discoloration)		V	
2. Condition of paste fillet and fire paint over edge of fire shield on front face of firewall (cracks, damage, disbond from fire shield)		V	
<b>Cockpit Area</b>			
1. Seats and attachments (cracks, delamination, damage around fastener holes)		V	
2. Floor (cracks or delamination around aft rudder pedal bracket, boarding step, and throttle quadrant opening)		V	
3. B-bulkhead (cracks, delamination, particularly around fuel tank attachments)		V	
4. Lap belt attachments (general condition, security of metal fitting in surrounding composite)		V	
5. Flap actuator mounting on LHS of center tunnel (security of bracket on laminate, cracks in surrounding laminate)		V	
6. Rudder lever mounting (located under B-bulkhead check for security of mounting, elongation of hole, cracks in surrounding laminate)		V	
7. Drain and replace the brake fluid in the brake reservoirs. (Refer to Chapter 32-40)		V	
<b>Canopy</b>			
1. Check frame for delamination, scratches, cracks (particularly around fastener holes)		V	
2. Check latching components for corrosion, wear, damage		V, F	

<b>Table 3.4 Horizontal Stabilizer</b>	Must be performed in conjunction with coincident 1000 hr inspection.		
	<b>Inspection Method</b>	<b>Initials</b>	
<b><i>HS Skins</i></b>			
1. Check for delamination, cracks, dents, scratches	V (T)		
2. Check condition of paint (chips, scratches, UV damage)	V		
3. Check for damage to core or disbond between skin and core	V (T)		
4. Leading edge bond (disbonds, cracks above or below overlap seam)	V (T)		
5. Drain holes open	V		
<b><i>HS Spar</i></b>			
1. Bond to skins	V (T)		
<b><i>HS Trailing Edges</i></b>			
1. Condition of laminate	V		
2. Bond of trailing edge to skin	V (T)		
3. Condition of elevator hinges (cracks, corrosion, fit of clevis pin in hinge)	V, T, F		
4. Condition of inner hinge plates (cracks, corrosion, disbond of trailing edge and skin from stabilizer, damage to elevator stops)	V		
<b><i>HS Attachments</i></b>			
1. Aft mounting plate (cracks in bond between plate and web, delamination in web around bushings, cracks, corrosion)	V		
2. Forward mounting bracket (cracks in bond to plate, delamination in rib around fasteners, condition of spherical bearing, fit of pin in bearing)	V, F		

Table 3.5 Control Surfaces	Must be performed in conjunction with coincident 1000 hr inspection.		
Inspection Items	Inspection Method	Initials	
<b>Ailerons</b>			
1. Check for delamination, cracks, dents, scratches	V (T)		
2. Check condition of paint (chips, scratches, UV damage)	V		
3. Check for damage to core or disbond between skin and core	V (T)		
4. Ribs (bonding with skins)	V (T)		
5. Check laminate around hinges and control horn fasteners for cracks or delamination	V		
6. Drain holes open	V		
7. Mass balance attachment (cracks in laminate and bonding paste around fasteners - accessible through access hole on lower surface)	V		
8. Visually inspect for previous repairs or repainting. If so, check technical records to ensure mass and static moment are within specified limits (Chapter 06-00).	V		
9. Check hinges and control horns (cracks, corrosion, disbond from skin, condition of plain bearing, fit of clevis pin in bearing). Refer to Chapter 57.	V, F		
<b>Flaps</b>			
1. Check skins for delamination, cracks, dents, scratches	V (T)		
2. Check condition of paint (chips, scratches, UV damage)	V		
3. Check for damage to core or disbond between skin and core	T		
4. Ribs (bonding with skins)	V (T)		
5. Condition of hinges and control horn (cracks, corrosion, disbond from skin, condition of plain bearing, fit of clevis pin in bearing). Refer to Chapter 57.	V		
6. Drain holes open	V		
7. Visually inspect for previous repairs or repainting. If so, check technical records to ensure mass and static moment are within specified limits (Chapter 06-00).	V		

Table 3.5 Control Surfaces	Must be performed in conjunction with coincident 1000 hr inspection.		
Inspection Items	Inspection Method	Initials	
<b><i>Elevator and Anti-Servo Tab</i></b>			
1. Check skins for delamination, cracks, dents, scratches	V		
2. Check condition of paint (chips, scratches, UV damage)	V		
3. Check for damage to core or disbond between skin and core	T		
4. Condition of hinges (cracks, corrosion, disbond from leading edge, tightness of fasteners, fit of pin, condition of sliding surface on plain bearing)	V, F		
5. Condition of control horn (cracks, corrosion, disbond from skin, tightness of fasteners, fit of pin, mass balance attachment).	V, F		
6. Condition of tab hinge and controls (corrosion, play, hinge pin security).	V		
7. Drain holes open	V		
8. Visually inspect for previous repairs or repainting. If so, check technical records to ensure mass and static moment are within specified limits (Chapter 06-00).	V		
<b><i>Rudder</i></b>			
1. Check skins for delamination, cracks, dents, scratches	V (T)		
2. Check condition of paint (chips, scratches, UV damage)	V		
3. Check for damage to core or disbond between skin and core	T		
4. Drain holes open	V		
5. Condition of hinge pin (cracks, corrosion, loose fit in composite, condition and bonding of spacer bushing, if fitted)	V		
6. Visually inspect for previous repairs or repainting. If so, check technical records to ensure mass and static moment are within specified limits (Chapter 06-00).	V		

<b>Table 3.6 Landing Gear</b>	Must be performed in conjunction with coincident 1000 hr inspection.	
Inspection Items	Inspection Method	Initials
<b>Main Landing Gear</b>		
1. Check MLG strut condition (distortion, corrosion, condition of paint)	V	
2. Remove main wheels from axles and check condition of axle (cracks, corrosion)	V	
3. Check fit of struts and shims in outboard brackets	V, F	
<b>Nose Landing Gear</b>		
1. Check NLG strut condition (distortion, corrosion, condition of paint)	V	
2. Check strut pivots (cracks, corrosion, wear)	V	
3. Check fork (cracks, corrosion)	V	
4. Check engine mount around shock strut attachment (distortion, cracks)	V	
5. Check condition of strut upper attach bolt.	V	

The composite structure is airworthy with respect to its maintenance condition.

Place: \_\_\_\_\_

Date: \_\_\_\_\_

Authorized: \_\_\_\_\_

File this Inspection Checklist and Findings Report in the Airplane Maintenance Log.