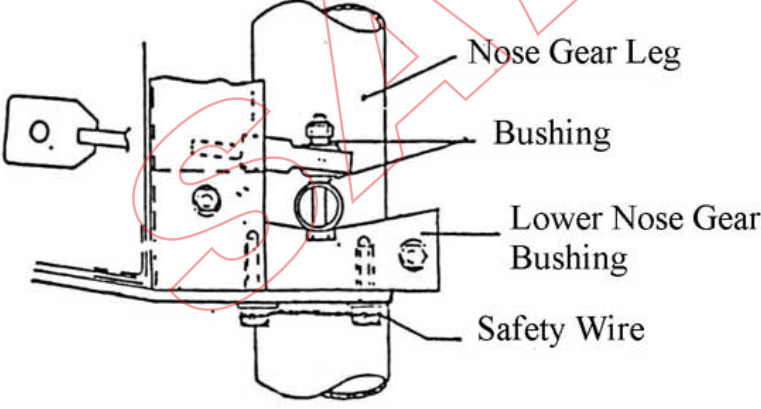
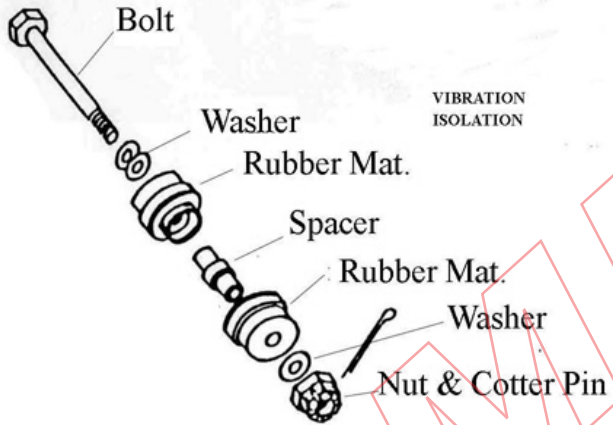


<p align="center"><b>PRE TEST FLIGHT INSPECTION CH 601XL</b></p> <p align="center">To be performed after ground test and before first flight</p> <p align="center"><u>PRE-FLIGHT INSPECTION SHEET A116-2001</u></p>		<p>A/C SERIAL # _____</p> <p>DATE: ____/____/____</p>	
Description	Condition at first inspection	Repaired by:	Q.C.
<b>1. <u>Propeller Group area – Remove spinner</u></b>			
1. Inspect propeller bolts. Confirm that propeller was torque			
2. Inspect blades and hub for damage, etc. Make sure that spinner and backing plate do not touch propeller blade.			
3. Inspect spinner and backing plate. Lock tight needs to be used on spinner screws			
<b>2. <u>Engine Group area</u></b>			
<b>2.1. <u>Cowling Area – With cowling on</u></b>			
1. Inspect general condition of cowling			
2. Inspect muffler down tube clearance			
3. Inspect nose gear leg clearance - bottom			
4. Inspect firewall clearance all around cowling at firewall			
5. Inspect cowling bolts and make sure they are easy to install. Make sure that the 2 front bolts are installed by spinner.			
6. Inspect oil door, dzus fastener and nylon retaining washer – door must be tight to cowling			
7. With propeller installed, check propeller spinner clearance. Must have minimum clearance of 3 to 6mm.			
8. Make sure that oil dip stick is not touching oil door on cowling			
9. Move cowling at front. It must be tight.			
<b>2.2. <u>Cowling Area – Without cowling</u></b>			
1. When removing cowling, make sure that bolts are easy to remove. Cowling must be re-installed and inspected for any changes that needs to be made			
2. Inspect cowling DZUS fasteners and springs			

<p><b>2.3. Firewall Area</b></p>			
<p>1. Inspect all rivets THROUGH firewall. Make sure that there are no open holes. Inspect firewall sealer.</p>			
<p>2. Inspect holes through firewall are sealed with fire sealer. Sealer also needs to be applied around firewall outside edges</p>			
<p>3. Inspect cowling supports riveting to the firewall</p>			
<p>4. Inspect DZUS fastener springs on cowling supports</p>			
<p>5. Inspect general condition of firewall and installed items to firewall</p>			
<p></p>			
<p><b>2.4. Nose Wheel Area</b></p>			
<p>1. Inspect bungee condition</p>			
<p>2. Inspect bungee pin and safety</p>			
<p>3. Inspect bungee clearance with rivets in "U" channel on sides</p>			
<p>4. Inspect clearance at "U" channel and steering rods at full deflection left and right. "U" channel must be bent at edges to give more clearance</p>			
<p>5. Inspect clearance firewall slots for steering rods at full deflection left and right.</p>			
<p>6. Inspect nose gear self centering at full deflection left and right. Nose wheel must snap back to center by itself</p>			
<p>7. Inspect top and bottom nose gear bearings and safety wire on bottom</p>			
			
<p>8. Inspect RUDDER pedal rod ends + witness holes, at nose gear area.</p>			
<p>9. Inspect nose wheel gear fork and bolts</p>			

10. Inspect nose wheel axel and bolt and side shimming of wheel			
11. Inspect grease at top and bottom bearings on nose gear strut			
12. Inspect tire pressure and condition of tire and area			
<b>2.5. Engine Mount Area</b>			
1. Inspect SL large nuts at engine mount / firewall. 2 top, 2 bottom			
2. Inspect nuts and cotter pins at engine / engine mount – 4			
 <p>The diagram illustrates the components of an engine mount assembly. From top to bottom, the parts are: a Bolt, a Washer, a Rubber Mat, a Spacer, another Rubber Mat, a Washer, and a Nut &amp; Cotter Pin. The text 'VIBRATION ISOLATION' is positioned above the second Rubber Mat. A large, semi-transparent 'SAMPLE' watermark is overlaid on the diagram.</p>			
3. Inspect paint on engine mount – any paint chips?			
4. Inspect cables close to engine mount. Any rubbing / loose cables			
5. Inspect the rubber engine vibration isolating mounts for installation			
<b>2.6. Oil System Area</b>			
1. Confirm that good quality multigrade oil was used			
2. Inspect oil circuit hoses / sharp edges. They must not rub on sharp things			
3. Inspect oil level			
4. Inspect oil filter area for leaks.			
5. Oil filter cooling sleeve must be tight, and hose clamps must be tight.			
6. Oil cooler fittings and hose clamps must be tight. Check for leaks			
7. Inspect breather line from oil reservoir			

<b>2.7. Fuel System Area</b>			
1. Inspect fuel system			
2. Inspect fuel lines for fuel leaks			
3. Inspect fuel line ends and fire sleeve ends			
4. Inspect fuel lines / sharp edges. They must not rub on sharp things			
5. Inspect electric fuel pump bolts to firewall. Check for safety wire			
6. Inspect engine mechanical fuel pump, bolts and safety			
7. Pull-push throttle cable hard in cabin. It must feel smooth "IN" to OUT"			
8. Throttle cable must be 3mm out from instrument panel in "IN" position			
9. Throttle cable at carb. Inspect cable jam nut at arm			
10. Throttle cable in "IN" and "OUT" position must stop at carb. Stops			
11. Choke cable must be 3mm out from instrument panel in "IN" position			
12. Choke cable at instrument panel must feel smooth "IN" to OUT"			
13. Choke cable in "IN" and "OUT" position must stop at carb. Stops			
<b>2.8. Engine Gauge Sender Units Area</b>			
1. Inspect fuel pressure sender unit at electric fuel pump area			
2. Inspect oil pressure sender unit on engine. Must be tight and safety by Locktite			
3. Inspect oil temperature sender unit. Must be tight and safety by Locktite			
4. Check RPM cable or wires.			
<b>2.9. Carburetor Air Intake Box Area</b>			
1. Inspect carburetor bolts to carburetor air intake box / safety wire or safety washers			
2. Inspect carburetor bolts / safety washers to engine			
3. Inspect carburetor air intake box control cable bolts and safety washers			
4. Inspect carburetor air intake box - carb. heat FLAP movement by moving cable			
5. Pull-push carb. heat cable must feel smooth			
6. Carb heat cable must be 3mm out from instrument panel in "IN" position			
7. Carb heat cable must be bolted, bolt must rotate freely, and cable end must be bent			
8. Carb heat cable moving arm at air box must not touch anything			

<b>2.10. Cabin heat air intake area (optional)</b>			
1. Inspect SCAT hose and clamps from muffler shroud to air box at firewall			
2. Open and close air box at firewall from inside cabin. Make sure that in the closed position, the box FLAP closes all the way.			
3. Check air box bolt movement and clearance and cable connection and that cable end is bent			
4. Check that cabin heat cable at instrument panel is out 3mm when closed			
<b>2.11. Muffler area</b>			
1. Inspect muffler nuts bolting muffler to engine.			
2. Inspect muffler nuts. Nuts must be self locking heat type			
3. Inspect muffler clearance at bottom of firewall area and bottom of engine mounts. Must have at least 6mm clearance.			
4. Inspect muffler shroud springs – positioned on shroud			
5. Inspect SCAT hose from muffler shroud to carb. Air box – clamps. Scat hose must not have large bends as to make sure that airflow is not limited.			
6. Inspect SCAT hose from muffler shroud to cabin air box – must be tight			
<b>2.12. Battery Area</b>			
1. Inspect battery supports with bolts. Battery must be tight			
2. Inspect bottom extrusion holding battery up			
3. Inspect battery terminals and check that they are very tight			
<b>2.13. Electrical area</b>			
1. Inspect volt regulator connections and tightness of wires / ties and not touching sharp edges			
2. Inspect Alternator connections and tightness of wires / ties and not touching sharp edges			
3. Inspect nose suppressor at alternator connections and tightness of wires / ties and not touching sharp edges			
4. Inspect starter connections and tightness of wires / ties and not touching sharp edges			
5. Inspect starter mounting bolts and safety to engine			

6. Inspect starter wires at firewall connections and tightness of wires / ties			
7. Inspect starter solenoid at firewall			
8. Inspect starter solenoid unit connections and tightness of wires / ties			
9. Inspect magneto insulated wire and that insulator is grounded. Inspect connections and tightness of wires / ties. Left and right magnetos			
10. Inspect magneto wire connections from key switch. Nuts at magnetos must be tight.			
11. Inspect fuel pump connections and tightness of wires / ties and not touching sharp edges			
12. Inspect spark plug leads top and bottom, and ties. They must not rub on engine mount or sharp edges			
13. Make sure that no wires can / are touching sharp edges			
<b>3. Fuselage Group Area</b>			
<b>3.1. Rear Fuselage</b>			
1. Inspect fuselage bulkheads and stiffeners. Make sure that rivets were properly placed			
2. Inspect rear spar channel and upright and rivets, behind seat. Inspect Solid rivets			
3. Inspect RUDDER control cables at fairleads. Inspect cotter pins and turn buckle safety and threads.			
4. Inspect RUDDER and ELEVATOR control cable of rear fuselage.			
5. Inspect RUDDER and ELEVATOR control cable and fairleads at main wing spar area.			
6. Inspect control cables for proper clearance between seats			
7. Inspect ELEVATOR control cable ends between seats. Inspect cotter pins and turn buckle safety and threads			
8. Inspect STABILATOR control turnbuckles for safety pins / wire and for thread tolerance			
9. Inspect AILERON control cable clearance RUDDER and ELEVATOR cables behind seat			
10. Inspect AILERON control turnbuckles for safety pins / wire and for turn buckle thread behind seat			
11. Inspect AILERON cable connection at AILERON torque tube behind seat. Check cotter pines etc.			
12. Check flight control torque tube bearings			

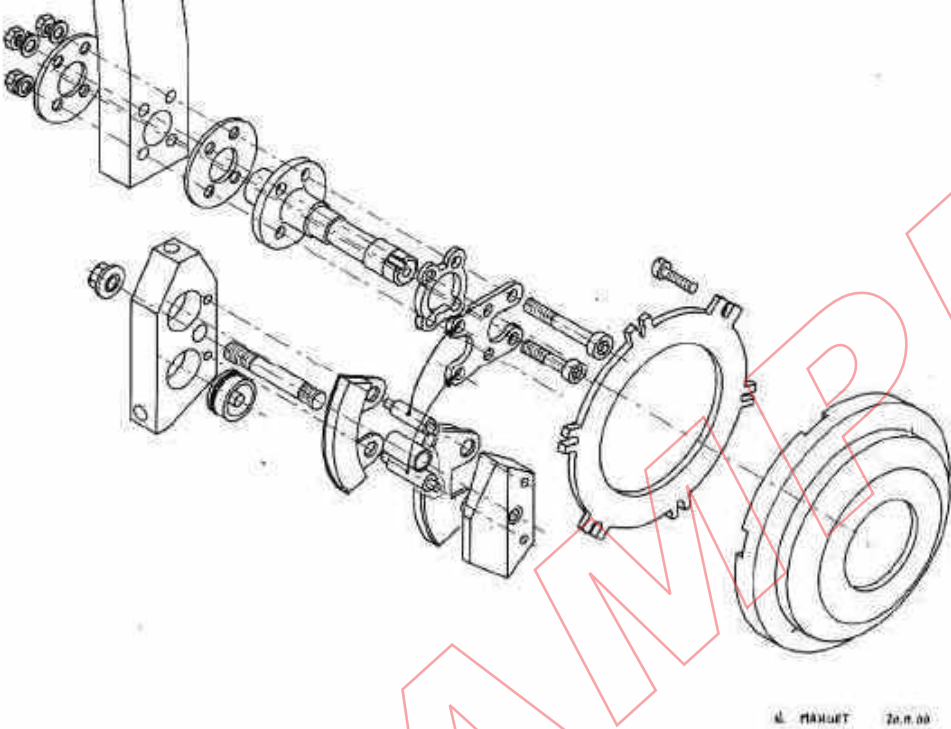
13. Inspect electrical wiring for condition, security, routing, RIGHT side of fuselage – cabin area			
14. Inspect electrical wiring for condition, security, routing, LEFT side of fuselage – cabin area			
15. Inspect electrical wire at FLAP motor. Check connection plug and bracket, and that plug has silicone			
16. Inspect FLAP motor area and welded bracket at front, riveted to seat channel. Check rivets, bolt/nut			
17. Move FLAP “UP” and “DOWN”. Check stop switches. Check clearance at rear spar.			
18. Inspect FLAP torque tube at fuselage sides and nuts from bushing on outside of fuselage. Check clearances.			
19. Inspect FLAP bolt and bushing at torque tube and FLAP lever			
20. Inspect brake lines and safety and grommets on floor			
21. Inspect main wing spar grommets and general area			
22. Inspect rear seat panel rivets			
23. Inspect L + R seat back hinges			
<b>3.2. Cabin Area (Behind Instrument panel area)</b>			
1. Inspect rivet in round nylon bearings at controls, L + R			
2. Inspect control tube rivets to firewall and grease			
3. Inspect nut, grease, and free movement. Check distance from instrument panel to yoke (100 mm).			
4. Remove side panels of center console. Inspect nut and bolt			
5. Inspect ELEVATOR control cable ends and cotter pins			
6. Inspect free movement of control cables at fairleads			
7. Check controls for ease of operation and correct travel.			
8. Pitot static system. Check routing and connections of lines. Check that lines are clear of sharp edges and controls.			
9. Check that there are no sharp or tight bends in the lines			
10. Inspect RUDDER Pedal brake cylinders			
11. Inspect brake lines and safety ties. Check that lines are not touching sharp edges in floor “U” channel			
12. Inspect RUDDER pedal center “green” nylon bearing with Adel clamp in center bolt			

13. Inspect side RUDDER pedal bearings			
14. Inspect black glue-on "skid" strips on brake pedals			
15. Inspect RUDDER cable ends and cotter pins			
16. Inspect ELECTRICAL system behind instrument panel. Check that all electric wires are not touching sharp edges. Check safety ties			
17. Inspect attachment of AVIONICS			
18. Inspect static line from flight instruments to AVIONICS.			
19. Inspect AVIONICS wires. Check that they are tied and not close to controls			
20. Inspect headphone jack plugs between rear seats			
21. Inspect throttle, choke cables behind instrument panel. Check that they are tight and far from controls			
22. Inspect Cabin heat and carb heat cables behind instrument panel. Check that they are tight and far from controls			
23. Inspect fuel lines behind instrument panel. Check for clearances and safety ties			
24. Inspect fuel line safety clamps and safety wire. Check that clamps and fuel lines are tight on barbed fittings			
25. Inspect fuel lines at fuel selector valve. Check that clamps and fuel lines are tight on barbed fittings.			
26. Inspect fuel selector valve. Check operation and installation bolts			
27. Inspect fuel line going to gascollator in firewall.			
28. Inspect fuel fitting at firewall.			
29. Inspect antenna installation and cables (option)			
30. Inspect grommets going through main wing spar			
31. Inspect LEFT and RIGHT seat back and bottom condition. Check seat bottom Velcro at front spar.			
32. With upholstery side panels REMOVED, inspect wire conduits and ties on fuselage sides, LEFT and RIGHT.			
<b>3.3. Instrument Panel Area</b>			
1. Inspect stick(s) and PPT. Check that stick (s) handle grips do not move			
2. Inspect stick(s) for free movement sideways and front-rear. Check that control stops at AILERONS and tail touches first.			
3. Inspect straightness of stick(s) with neutral of AILERONS			



4. Inspect instrument panel sub-panels for straightness. Check that all bolts and nuts are tight.			
5. Inspect and check all instrument panel screw and nuts. Everything must be tight			
6. Confirm that placards are as per FLIGHT MANUAL			
7. With FLIGHT MANUAL, confirm gauge markings			
8. With FLIGHT MANUAL, confirm instrument markings			
9. Inspect all electrical breakers and markings. Make sure that breaker sizes are as per electrical drawings.			

<b>3.4. Canopy Area</b>			
1. Inspect "CLOSED" placard. Check that it is lined up with handle in "closed" position. LEFT side			
2. Inspect canopy side seal, LEFT and RIGHT			
3. Inspect condition of canopy, LEFT and RIGHT			
4. Inspect LEFT canopy front hinges with bolt.			
5. Inspect RIGHT canopy front hinges with bolt.			
6. Inspect LEFT canopy installation and finish, and air vent			
7. Inspect RIGHT canopy installation and finish, and air vent			
8. Inspect gas strut area. Check top and bottom nuts and cotter pins. LEFT side			
9. Inspect gas strut area. Check top and bottom nuts and cotter pins. RIGHT side			
10. Inspect compass installation, black bracket and placard. Check that compass is straight and parallel			
11. Inspect SEATBELT attachment between seats for pilot-co-pilot			
12. Inspect SEATBELT attachment on LEFT side at fuselage. Check bolt and nut			
13. Inspect SEATBELT attachment on RIGHT side at fuselage. Check bolt and nut			
14. Inspect SEATBELT attachment in baggage area LEFT and RIGHT sides. Check bolts and nuts			
15. Inspect fitting of SEATBELT when sitting in seat. Install belts and check L + R			
<b>3.5. Main Landing Gear Area</b>			
1. Inspect the main landing gear L+R Steel bracket on fuselage.			
2. Inspect rubber pads, top and bottom. They must be centered on the gear supports and must be squeezed tight. L+R			

3. Make sure that gear is centered onto fuselage			
4. Inspect L+R rear bottom extrusions and SL nuts			
5. Inspect gear axel and bolts / nuts			
			
6. Inspect the brake calipers. Brake assembly must be loose to wheel hub around brake disc. L+R			
7. Inspect axel nut and safety washer. L+R			
8. Inspect tire pressure and condition of tire and area L+R			
9. Inspect brake fitting at caliper L+R			
10. Inspect brake line entering fuselage. Check grommet and that brake line is not tight or touching sharp edges			
<b>3.6. Tail Area – STABILATOR / ELEVATOR</b>			
1. Check that Stabilator is parallel to top of main wing spar			
2. Inspect general condition of Stabilator and ELEVATOR, rivets and fiberglass tips			

3. Line up top of ELEVATOR and Stabilator. Make sure that from left to right side, there is no twist. ELEVATOR trailing edge must be in line with Stabilator.			
4. Check that trailing edge of ELEVATOR skins are even from side-to-side at RUDDER			
5. Inspect Stabilator bearing bolts and bushing bolts, bolted to fuselage sides, 2 per side			
6. Inspect piano hinge Stabilator to ELEVATOR			
7. Inspect ELEVATOR control cable ends and cotter pins			
8. Check that in full "up" and "down" position, the ELEVATOR horn is not touching anything			
9. Inspect fiberglass saddle and clearance with RUDDER			
10. Inspect safety wire at trim tab piano hinge ends			
11. Inspect electric wire trim cable connection to fuselage. Make sure that the cable is not touching sharp edges.			
12. Inspect trim motor arm. Check jam nut and cotter pin			
13. Move trim up-down full deflection and check deflection			
14. Inspect trim motor arm in full up-down movement for clearances			
15. Inspect ELEVATOR deflection stops and that at full deflection the ELEVATOR horn touches the stops.			
16. Check deflections of ELEVATOR – UP-DOWN			
17. Check cable tension of ELEVATOR control cables from inside of fuselage			
18. Check deflections of RUDDER			
19. Inspect RUDDER deflection stops and that at full deflection, the RUDDER horn touches the stops.			
20. Check cable tension of RUDDER			
21. Inspect RUDDER turnbuckles, safety pins, and threads			
22. Inspect RUDDER cable fairleads and cable fairings, outside fuselage sides			
23. Inspect RUDDER top hinge area and bolts and bushings, Top and Bottom.			
24. Inspect RUDDER bottom hinge area and bolt. Check that at full deflection, bottom hinge is not touching fuselage			
25. Inspect general condition of RUDDER, rivets etc..			
26. Inspect RUDDER clearance at fiberglass saddle			
27. Inspect RUDDER tail light fairing condition and quality of fiberglass fairing (option)			
28. Inspect tail tie down area, rubber washers, hose, and bolts-nuts			

Note: when checking deflections, someone in the pilot seat must move the controls and inspector must check at tail for full movement. This is for wing AILERONS as well.			
<b>4. <u>Wing Group Area</u></b>			
<b>4.1. Left Wing</b>			
1. Inspect the main spar to fuselage attachment bolts from cabin seat area and from rear or fuselage. Confirm threads past nut and washer under nut.			
2. With a torque wrench, check all 6 spar main bolts			
3. Inspect the rear spar to fuselage attachment bolt. Confirm threads past nut and washer under nut.			
4. With a torque wrench, check spar bolts			
5. Inspect wing root black rubber seal. Check that it is glued to wing			
6. Inspect upper and lower wing skins and leading edges for missing rivets, loose fasteners, damage, etc			
7. Inspect wing tip light and area			
8. Inspect the external surfaces of the AILERONS and FLAPS for clearance to wing and each other, missing rivets and general condition.			
9. Inspect the AILERON hinge pin area for clearance and threads past nut			
10. Make sure that AILERON rod can be rotated freely by hand			
11. Inspect AILERON Bellcrank, rod and rod jam nuts, cotter pins at cables (2)			
12. Inspect AILERON Bellcrank stops and Bellcrank bolt in rotating bushing. Inspect cable ends at Bellcrank			
13. Make sure that AILERON rod end witness holes are in tolerance			
14. Inspect safety wire on both ends of AILERON piano hinge			
15. Inspect AILERON stop			
16. Inspect FLAP "UP" position. Top of rear wing must line up with FLAP			
17. Lower FLAP and inspect FLAP steep pin going into FLAP and clearance at fuselage			
18. Make sure that steel pin goes into FLAP fairlead slot			
19. Inspect clearance FLAP and fuselage FLAP moving Up and Down.			
20. Inspect safety wire on both ends of FLAP piano hinge			
21. Check lubrication at the AILERON and FLAP hinges, control rod ends and Bellcrank.			

22. Check for fuel leaks and safety on fuel line hose clamp at fuel tank inlet. Confirm proper installation of fuel tank finger screen and that hose clamps are safety tied.			
23. Drain some fuel from wing fuel tank using sump drain. Check sump drains for leaks			
24. Inspect gas tank fuel breather. Must be cut at 45 Deg. at front of tube.			
25. Inspect fuel line between wing and fuselage. Check position of grommets			
26. Inspect electric wires between wing and fuselage. Check position of grommets			
27. Check fuel tank filler cap for security, condition			
28. Inspect fuel tank sender unit			
29. Inspect AILERON deflection and stop			
30. Inspect AILERON cable tension			
31. Inspect FLAP deflection and stop			
32. Inspect Pitot tube and area. Confirm that ASI and ALT work			
33. Inspect landing/taxi lights. Confirm that they work and are positioned proper (option)			
34. Inspect wing locker area. Make sure that the piano hinges are safety tied and that opening and closing of door is easy. Check screws.			
<b>4.2. Right Wing</b>			
1. Inspect the main spar to fuselage attachment bolts from cabin seat area and from rear or fuselage. Confirm threads past nut and washer under nut.			
2. With a torque wrench, check all 6 spar main bolts			
3. Inspect the rear spar to fuselage attachment bolt. Confirm threads past nut and washer under nut.			
4. With a torque wrench, check spar bolts			
5. Inspect wing root black rubber seal. Check that it is glued to wing			
6. Inspect upper and lower wing skins and leading edges for missing rivets, loose fasteners, damage, etc			
7. Inspect wing tip light and area			
8. Inspect the external surfaces of the AILERONS and FLAPS for clearance to wing and each other, missing rivets and general condition.			
9. Inspect the AILERON hinge pin area for clearance and threads past nut			
10. Make sure that AILERON rod can be rotated freely by hand			
11. Inspect AILERON Bellcrank, rod and rod jam nuts, cotter pins at cables (2)			

12. Inspect AILERON Bellcrank stops and Bellcrank bolt in rotating bushing. Inspect cable ends at Bellcrank			
13. Make sure that AILERON rod end witness holes are in tolerance			
14. Inspect safety wire on both ends of AILERON piano hinge			
15. Inspect AILERON stop			
16. Inspect FLAP "UP" position. Top of rear wing must line up with FLAP			
17. Lower FLAP and inspect FLAP steep pin going into FLAP and clearance at fuselage			
18. Make sure that steel pin goes into FLAP fairlead slot			
19. Inspect clearance FLAP and fuselage FLAP moving Up and Down.			
20. Inspect safety wire on both ends of FLAP piano hinge			
21. Check lubrication at the AILERON and FLAP hinges, control rod ends and Bellcrank.			
22. Check for fuel leaks and safety on fuel line hose clamp at fuel tank inlet. Confirm proper installation of fuel tank finger screen and that hose clamps are safety tied.			
23. Drain some fuel from wing fuel tank using sump drain. Check sump drains for leaks			
24. Inspect gas tank fuel breather. Must be cut at 45 Deg. at front of tube.			
25. Inspect fuel line between wing and fuselage. Check position of grommets			
26. Inspect electric wires between wing and fuselage. Check position of grommets			
27. Check fuel tank filler cap for security, condition			
28. Inspect fuel tank sender unit cover plate			
29. Inspect AILERON deflection and stop			
30. Inspect AILERON cable tension			
31. Inspect FLAP deflection and stop			
32. Inspect wing locker area. Make sure that the piano hinges are safety tied and that opening and closing of door is easy. Check screws.			
33. Inspect AILERON trim			