

OAS - FLEET CARDING - AIRPLANE QUALITY ASSURANCE CHECK LIST

Aircraft Registration No:

Date:

Inspected by:

This checklist shall be used by OAS inspector(s) to inspect fleet airplanes for general condition and evidence of quality maintenance. Where practical, engine cowlings/access panels should be opened/removed to permit inspection of the aircraft engine compartment(s). Inspectors are encouraged to contact the appropriate OAS fleet manager in advance to arrange for maintenance facility support for the inspection. As minimum, inspectors are required to open and inspect any access door or panel that can be opened by the pilot during a normal preflight. The extent that inspectors will be able to actually inspect the following items will depend on the amount of access achieved.

A	External - Fuselage and Hull group:	
1	Fabric and skin—perform exterior inspection for general condition; Inspect for evidence of deterioration, distortion, corrosion or smoking rivets.	
2	Painted registration number and data plate agree with registration form.	
3	External Paint—for poor condition and apparent defects.	
B	Cabin and Cockpit Group	
1	Overall—for uncleanliness and loose equipment that might foul the controls.	
2	Seats and safety belts—for poor condition and apparent defects. Verify pilot's seat safety stop operation. Verify operation of all seat belt buckles and inertia reel shoulder harness operation.	
3	Windows and windshields— for scratches, glazing, deterioration and cracks.	
4	Instruments—for poor condition, mounting, marking, and (where practicable) improper operation.	
5	Flight and engine controls—Inspect for general condition and proper operation.	
6	Two forms of security (e.g. throttle lock, kill switch). Availability of control/gust locks, if required	
7	Internal lights - check for burned out bulbs	
8	Upholstery, cabin trim, carpet - for rips, tears, staining, cracks, etc.	
9	First aid and survival kits for proper contents, expiration dates, per ALSE Handbook	
C	Single Engine IFR	
1	Two independent electrical power generating sources (or primary plus 150% battery)	
2	Two independent sources of energy for all required gyroscopic instruments	
3	Engine trend monitoring program that includes an oil analysis with maintenance records	
D	External Lights	
1	Check all external lights for burned out bulbs, incorrect operation	
E	Engine and Nacelle Group	
1	Engine section—Perform a general inspection of engine(s), inspect for fluid leaks, condition of hoses, accessories, engine mount, vibration dampeners and attachment hardware.	
2	Engine controls—for defects, improper travel, and improper safetying.	
3	Exhaust muffler and stacks—for defects, evidence of exhaust staining and improper attachment. Inspect muffler cones through tailpipe, if possible.	

F Landing Gear Group:	
1	Perform a general exterior inspection of the landing gear, including gear legs, linkages, trusses, retracting and locking mechanism (when practical) and hydraulic lines for condition, security and evidence of leakage.
2	Shock absorbing devices—for proper extension.
3	Shimmy dampeners - for security
4	Electrical system— exposed wiring for chafing and switches for proper mounting and security.
5	Wheels—for cracks and defects.
6	Tail Wheel (if applicable) - for damaged cables, poor wheel/tire condition, and proper operation, including brakeover.
7	Tires—for wear, cuts, weather checking and proper inflation (footprint).
8	Brakes—for leakage, scored disks, and thin pads.
9	Floats and skis—for insecure attachment and apparent defects, (e.g., bent water rudders, cracked rear bulkheads, frayed cables and condition of fly wires (nicks) and condition of ski bungees.
G Wing and Center Section:	
1	General condition of fabric or skin, deterioration, corrosion, distortion, "smoking" rivets.
2	Interior condition of wings - remove two inspection panels per wing, visually check for corrosion
3	Flap and ailerons - for dents and cracks, security of bolts, freedom of movement stop to stop.
4	Struts - general condition, insecure attachments, exposed mounting bolts
H Empennage:	
1	General condition of fabric or skin, deterioration, corrosion, distortion, "smoking" rivets
2	Horizontal Stabilizer and Elevators - for cracks/dents, restricted/incomplete movement stop to stop, security of attachments. Condition of abrasion boots if installed
3	Vertical Stabilizer and Rudder - for cracks/dents, restricted/incomplete movement stop to stop, security of attachments
I Propeller group:	
1	Propeller assembly—Inspect for general condition and free from cracks, nicks properly blended, and oil leakage.
2	Spinner and backplate -- for cracks and obvious defects
3	Anti-icing devices—visually inspect for obvious defects
J Avionics Group:	
1	Radios and SatPhone - check for operation, damage, and conduct checks (if possible).
2	AFF - check for security installation, ops check if possible
3	Transponder, ELT - check for security of installation,
4	Wires - visually check exposed cables for chaffing, abrasion, improper bundling
5	Antennae —for general condition, security of mounting.
Comments: <input type="radio"/> Satphone <input type="radio"/> P25 FM radio <input type="radio"/> 406MHZ ELT <input type="radio"/> AFF	

K Aircraft Records:																							
1	Aircraft Flight Manual/Pilot Operating Handbook (if published) and applicable supplements																						
2	OAS-2 Book (L48 - list of upcoming inspections attached)																						
3	Aircraft hard log books (permanent records) are stored at:																						
3a	Current Aircraft times and cycles (if applicable)																						
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4	Last Annual Date:	Comments:																					
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5	Last 100 Hour Date:																						
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6	Obvious undocumented Supplemental Type Certificates (STC) or alterations?																						
8	Weight and balance date:																						
9	Equipment list date: Accurate?																						
10	Aircraft registration (current?) and airworthiness certificate:																						
11	ELT - NOAA Expiration Date :																						
12	AD list date: ADs current?:																						
Comments:																							
<p>Note: For grounding discrepancies, document in OAS-2 and attach yellow/scan copy .</p>																							