



**50 HOUR PROGRESSIVE
INSPECTION MANUAL**

cherokee

PA-28-140

PA-28-150

PA-28-160

PA-28-180

PA-28-235

PIPER AIRCRAFT CORPORATION

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PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL

INTRODUCTION

Piper Aircraft Corporation (Piper) takes a continuing interest in having the owner get the most efficient use from his airplane, and keeping the airplane in the best mechanical condition. To that end, Piper publishes a recurring maintenance schedule which is supplemented with Service Bulletins, Service Letters and Service Spares Letters as required.

- A. The Piper PA-28-140/150/160/180/235 and PA-28R-180/200 Cherokee Service Manual (P/N 753-586) constitutes the Instructions for Continued Airworthiness (ICA) in accordance with Federal Aviation Regulations (FAR) Part 23, Appendix G. Therein, the Airworthiness Limitations are in Section I (and repeated herein, see page 13) and the Inspection Program is in Section III.
- B. The recurring maintenance schedule for the PA-28-140/150/160/180/235 Cherokee Series is available in two forms:
 - (1) an Annual / 100 Hour Inspection Program, which is provided in Section III of the service manual (and is available separately as P/N 230-207); and,
 - (2) this Progressive (50 Hour) Inspection Program.

NOTE: This inspection manual is not a stand-alone document. It constitutes a snapshot of the Airworthiness Limitations and Inspection sections of the Instructions for Continued Airworthiness (ICA) and is current only at the time of printing. Use it as follows:

- (1) Owners/operators desiring to establish a Part 91 Progressive Inspection Program (PIP) (see 91.409(d)) or a Part 135 Approved Aircraft Inspection Program (AAIP) (see 135.419) should use this manual as a template for submission to the appropriate FAA office.
 - (2) Service centers conducting Event Cycle inspections under a FAA-approved PIP or AAIP can use this manual as a working check-off list/form, provided they verify its currency against the FAA-approved PIP or AAIP.
- C. Piper Service Bulletins are of special importance and Piper considers compliance mandatory. These are sent to the latest U.S. registered owners and Piper Service Centers.
- D. Service Letters deal with product improvements and service hints pertaining to the aircraft. They are sent to Piper Service Centers and sometimes directly to owners, so they can properly service the aircraft and keep it up to date with the latest changes. Owners should give careful attention to the service letter information.
- E. Service Spares Letters, which are sent only to Piper Service Centers, offer improved parts, kits and optional equipment which were not available originally and which may be of interest to the owner.

NOTE: Piper mails Service Bulletins, Service Letters, and P.O.H. Revisions to the registered owner's name and address as shown on the Aircraft Registration Certificate. If the aircraft is based and/or operated at a different location (or locations) and/or by a person (or persons) other than those recorded on the aircraft registration, then the registered owner(s) is responsible for forwarding these Bulletins and Letters to the operating location(s) or person(s).

Changes in aircraft registration may take a substantial amount of time to be recorded by the Federal Aviation Administration and received by Piper to change the mailing address. Owners and operators should make arrangements to keep abreast of service releases during this interim period through their Piper Service Center.

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The Federal Aviation Administration (FAA) publishes Airworthiness Directives (AD's) that apply to specific aircraft. They are mandatory changes and are to be complied within a time limit set by the FAA. When an AD is issued, it is sent to the latest registered owner of the affected aircraft and also to subscribers of the service. The owner should periodically check with his Piper Service Center or A & P mechanic to see whether he has the latest issued AD against his airplane. The owner is solely responsible for being aware of and complying with airworthiness directives.

NOTE: A searchable database of AD's is available on the FAA website. See the "Airworthiness Directives" link at "www1.faa.gov". Additionally, Avantext offers a free email notification service for new AD's as well as the last six weeks worth of AD's at "www.avantext.com".

An owner should periodically check with a Piper Service Center to find out the latest information to keep his aircraft up to date.

Piper has a subscription service for the Service Bulletins, Service Letters, and Service Spares Letters. This service is offered to interested persons such as owners, pilots, and mechanics at a nominal fee and may be obtained through Piper Service Centers. Owners residing outside of the United States are urged to subscribe to this service since Piper cannot otherwise obtain the addresses of foreign owners. Service Manuals and Illustrated Parts Catalogs are also available through Piper Service Centers and Distributors world wide.

NOTE: The service manual, parts catalog, and service bulletins and letters can be ordered as a set on CD-ROM (quarterly subscription or single copy) from Avantext. See www.avantext.com or PH - (800) 998-8857.

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AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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PROGRAM RESPONSIBILITY

The person responsible for scheduling the inspections required under this program must enter his or her name below and forward the original copy of this form to their local FAA-FSDO. A duplicate copy should be maintained in this manual.

Name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Telephone Number: _____

Any change in personnel responsible for scheduling the inspection program, will be added with the appropriate information on a separate sheet of paper and the original copy sent to the local FAA-FSDO, while a duplicate copy is attached behind this page. The previous information sheet will be left in the booklet and the word "CHANGED" will be written across the deleted information.

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AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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Revisions to this Inspection Program are the direct responsibility of the manufacturer. However, owners/operators with an FAA-approved Part 91 Progressive Inspection Program or a Part 135 Approved Aircraft Inspection Program may not enact any such revisions until approval is obtained from the responsible FAA-FSDO. A permanent record of revisions and FAA approvals will be maintained by the owner/operator.

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AIRWORTHINESS LIMITATIONS

NOTE: The Airworthiness Limitations section of the Instructions for Continued Airworthiness (ICA) is FAA approved and specifies maintenance required under §§ 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved. The following repeats that information from the currently published ICA.

1. Limitations

(PIR-TCDS 2A13, Rev. 48.)

No limitations related to fatigue life of the airplane and its components have been established for the PA-28-140, PA-28-150, PA-28-160, PA-28-180, or PA-28-235 Cherokee family of airplanes.

NOTE: Refer to the LIMITATIONS section in the Airplane Flight Manual (AFM) or Pilot's Operating Handbook (POH) for a detailed delineation of the flight limitations of the airplane.

2. Inspections

Refer to "Procedure" (following) for Piper's recommended Progressive Inspection Program.

3. Life-Limited Parts Marking and Disposition

14 CFR Part 43.10, Disposition of Life-Limited Aircraft Parts requires that proper procedures are followed when removing life-limited parts with time and/or cycles remaining on them as well as the disposition of life-limited parts with no time and/or cycles left. Life-limited parts defined by Type Certificate (TC) are listed in paragraph 1, above. Other parts which are replaced or rebuilt at specified intervals are listed in Section III.

- A. Parts that are removed prior to accumulating their life limit, are to be marked with indelible ink or marker with the part number, serial number and accumulated life status as defined in 14 CFR Part 43.10 in a manner that does not affect part structural integrity, i.e. - no surface deformation such as vibration/etching allowed.
- B. Parts that have accumulated the life limit shall be disposed of in accordance with the applicable FARs. Piper recommends life-limited parts with no time and/or cycles remaining be completely destroyed.

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PROCEDURE

1. Description

WARNING: FAILURE TO CONSULT APPLICABLE VENDOR PUBLICATION(S), WHEN SERVICING OR INSPECTING VENDOR EQUIPMENT INSTALLED IN PIPER AIRCRAFT, MAY RENDER THE AIRCRAFT UNAIRWORTHY. (SEE SERVICE MANUAL - INTRODUCTION - SUPPLEMENTARY PUBLICATIONS.)

The recurring maintenance schedule for the PA-28-140/150/160/180/235 Cherokee airplanes is provided herein as a 50 Hour Progressive Inspection Program. Successful compliance with this inspection program requires reference to the latest revision of the PA-28-140/150/160/180/235 and PA-28R-180/200 Cherokee Service Manual (i.e., the Instructions for Continued Airworthiness (ICA)) available from your Piper Distributor as P/N 753-586. References to section (i.e., Section III) throughout this inspection manual are to the corresponding entries in the service manual.

Piper Progressive Inspection Programs comply with the FAA Federal Aviation Regulations Parts 43, 91 and 135. The owner/operator is primarily responsible for maintaining the airplane in an airworthy condition, including compliance with all applicable Airworthiness Directives and conformity with the requirements in FAR 91.409, 91.411 and 91.413.

The first overhaul or replacement of components should be performed at the given periods. The condition of various components can then be used as criteria for determining subsequent periods applicable to the individual airplane, depending on usage, providing the owner/operator has an established Part 91 Progressive Inspection Program (see 91.409(d)) or Part 135 Approved Aircraft Inspection Program (see 135.419).

The time periods given for inspections of various components are based on average usage and environmental conditions.

NOTE: The listed inspection, overhaul and replacement schedules do not guarantee that a particular item or component will reach the listed time without malfunction. Unique operating conditions encountered by individual airplanes cannot be controlled by the manufacturer.

2. Definitions

- A. Inspections - Must be performed only by Certified Mechanics who are qualified on this aircraft, using acceptable methods, techniques and practices to determine physical condition and detect defects.
 - (1) Routine Inspection - Consists of a visual examination or check of the aircraft and its components and systems without disassembly.
 - (2) Detailed Inspection - Consists of a thorough examination of the appliances, the aircraft and the components and systems with such disassembly as is necessary to determine condition.
 - (3) Special Inspection - Involves those components, systems or structure which by their application or intended use require an inspection peculiar to, more extensive in scope or at a time period other than that which is normally accomplished during the event inspection.
- B. Checks - Can be performed by pilots and/or mechanics who are qualified on this aircraft and consist of examinations in the form of comparisons with stated standards for the purpose of verifying condition, accuracy and tolerances.
- C. Approved Inspection - Means a continuing airworthiness inspection of an airplane and its various components and systems, at scheduled intervals, in accordance with procedures approved by the FAA under FAR Part 91.409(d) or Part 135.419.

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- D. Tests - Operation of aircraft components, appliances or systems to evaluate functional performance.
- (1) Operational Test - A task to determine that an item is fulfilling its intended purpose. The task does not require quantitative tolerances. This is a fault finding task.
 - (2) Functional Test - A quantitative check to determine if one or more functions of an item performs within specified limits. This test may require the use of supplemental bench test equipment.
 - (3) In addition, each of the above tests must be performed by an FAA Certified Repair Station with appropriate ratings or by a Certified Mechanic who is qualified on this aircraft. The recording of the above function must be made in the permanent aircraft records by the authorized individual performing the test.
- E. Bench Test - Means removal of component from the aircraft to inspect for cleanliness, impending failure, need for lubrication, repair or replacement of parts and calibration to at least the manufacturers specifications using the manufacturers recommended test equipment or standards or the equivalent.
- Each bench test will be performed by a Piper Service Center, FAA Certified Repair Station with appropriate rating or by a certified mechanic. This test will be performed at the scheduled interval regardless of any bench test performed on a particular component while being repaired/overhauled before scheduled interval bench test. After the component is installed into the aircraft, an operational test of the component and its related system should be performed to ensure proper function. Serviceable parts that were issued to the component will be filed in the aircraft permanent records. The person performing the test must make appropriate entries in the aircraft's permanent maintenance record.
- F. Maintenance - The word maintenance, as defined by FAR Part 1, means "inspection, overhaul, repair, preservation and the replacement of parts, but excludes preventive maintenance."
- G. On Condition Maintenance - A primary maintenance process having repetitive inspections or tests to determine the condition of units, systems, or portions of structure with regard to continued serviceability (corrective action is taken when required by item condition.)
- H. Time - as used in this manual.
- (1) Time-in-service for aircraft components, unless otherwise specified, is a cumulative total of flight hours or calendar time calculated from the time a new or overhauled component was first installed in any aircraft, and including:
 - (a) the aircraft time that elapses from the initial installation to the first removal, if any; and,
 - (b) the aircraft time that elapses from each subsequent installation to each subsequent removal, if any; or,
 - (c) the calendar time elapsed since the installation.

NOTE: Dates stamped on individual components at the time of manufacture are typically applied to determine shelf life - i.e. the maximum time allowed from manufacture/assembly/cure until actually installed in an aircraft and are not relevant.

Do not, however; ignore markings applied to life-limited parts when removed with time and/or cycles remaining on them.
 - (2) Aircraft time, flight hours, or aircraft hours are the "Hobbs Time" shown on, or calculated from, the installed "Hour Meter."

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3. Inspection Requirements

WARNING: INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) FOR ALL NON-PIPER APPROVED STC INSTALLATIONS ARE NOT INCLUDED IN THIS MANUAL. WHEN A NON-PIPER APPROVED STC INSTALLATION IS INCORPORATED ON THE AIRPLANE, THOSE PORTIONS OF THE AIRPLANE AFFECTED BY THE INSTALLATION MUST BE INSPECTED IN ACCORDANCE WITH THE ICA PUBLISHED BY THE OWNER OF THE STC. SINCE NON-PIPER APPROVED STC INSTALLATIONS MAY CHANGE SYSTEMS INTERFACE, OPERATING CHARACTERISTICS AND COMPONENT LOADS OR STRESSES ON ADJACENT STRUCTURES, THE PIPER PROVIDED ICA MAY NOT BE VALID FOR AIRPLANES SO MODIFIED.

A. Progressive Inspection Program

The Piper Progressive Inspection Program complies with the FAA Federal Aviation Regulations (FAR) Parts 43, 91 and 135 for progressive inspections. The owner/operator is primarily responsible for maintaining the airplane in an airworthy condition, including compliance with all applicable Airworthiness Directives and conformity with the requirements in FAR 91.409, 91.411 and 91.413.

The complete cycle inspection consists of four (4) 50 Hour Events, which provides for a complete aircraft inspection in 200 aircraft flying hours. The complete inspection, Events (1), (2), (3) and (4), must be completed within twelve (12) calendar months. Inspections must be accomplished by persons authorized by the FAA.

The Progressive Inspection Program is designed to permit best utilization of the aircraft through the use of a planned inspection schedule. This schedule is contained herein (i.e., paragraph 4). Refer to the Piper Customer Service Information Aerofiche (P/N 1753-755) revision checklist to ensure you have the latest issue.

NOTE: This publication, the PA-28-140/150/160/180/235 Cherokee Series 50 Hour Progressive Inspection Manual (P/N 761-497), is not a stand-alone document. The Progressive Inspection Manual constitutes a snapshot of the Airworthiness Limitations and Inspection sections of the Instructions for Continued Airworthiness (ICA) and is current only at the time of printing. Use it as follows:

- (1) Owners/operators desiring to establish a Part 91 Progressive Inspection Program (PIP) (see 91.409(d)) or a Part 135 Approved Aircraft Inspection Program (AAIP) (see 135.419) should use this publication as a template for submission to the appropriate FAA office.
- (2) Service centers conducting Event Cycle inspections under a FAA-approved PIP or AAIP can use this publication as a working check-off list/form, provided they verify its currency against the FAA-approved PIP or AAIP.

B. Overlimits Inspections

If the airplane has been operated so that any of its components have exceeded their maximum operational limits, special inspections may be required by Piper and/or the component manufacturer. See Section III, Unscheduled Maintenance Checks.

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4. Progressive Inspection Procedure

The progressive inspection program cycle consists of four (4) 50 Hour Events, which provides for a complete aircraft inspection in 200 aircraft flying hours. The complete inspection cycle, Events (1), (2), (3) and (4), must be completed within twelve (12) calendar months.

Each Event Inspection consists of a predetermined number of location inspections, both routine and detailed, as indicated below. The Event Inspections are conducted each 50 hours and must be done in sequence. Each Event Inspection will be conducted using an Event Inspection Work Sheet and, when completed, recorded in the Event Inspection Record.

Late compliance with the Event Inspection Interval of 50 hours may be extended by not more than five (5) flying hours (10% of Event Inspection Interval). The excess time, however, must be deducted from the next 50 flying hours.

Early compliance can be accomplished at the owner/operator's discretion for convenience of scheduling. However, where early compliance is accomplished, the 50 flying hour interval for the next event inspection will be maintained.

The Event Inspections are arranged so that the 200 flying hour cycle results in a complete inspection. When the Four Events are complete and recorded, an entry is made in the Progressive Inspection Cycle Record and Sign-off Sheet which is the running log or current status of the aircraft's inspections.

A. Overview

(1) Four (4) Event Inspections at 50 Hour Intervals. Work sheets are provided as follows:

(a) Event #1 (50, 250, 450, 650, and 850 flight hours, etc.)

- 1 Propeller, Routine
- 2 Engine, Routine
- 3 Cabin and Cockpit, Detailed
- 4 Fuselage and Empennage, Detailed
- 5 Landing Gear, Routine
- 6 Left Wing, Detailed
- 7 Right Wing, Routine
- 8 Special Inspections, as Required
- 9 Operational Inspection
- 10 General
- 11 Return to Service Certification
- 12 Discrepancy Report

(b) Event #2 (100, 300, 500, 700, and 900 flight hours, etc.)

- 1 Propeller, Detailed
- 2 Engine, Detailed
- 3 Cabin and Cockpit, Routine
- 4 Fuselage and Empennage, Routine
- 5 Landing Gear, Detailed
- 6 Right Wing, Detailed
- 7 Left Wing, Routine
- 8 Floats, Detailed
- 9 Special Inspections, as Required
- 10 Operational Inspection
- 11 General
- 12 Return to Service Certification
- 13 Discrepancy Report

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(c) Event #3 (150, 350, 550, 750, and 950 flight hours, etc.)

- 1 Propeller, Routine
- 2 Engine, Routine
- 3 Cabin and Cockpit, Detailed
- 4 Fuselage and Empennage, Detailed
- 5 Landing Gear, Routine
- 6 Left Wing, Detailed
- 7 Right Wing, Routine
- 8 Special Inspections, as Required
- 9 Operational Inspection
- 10 General
- 11 Return to Service Certification
- 12 Discrepancy Report

(d) Event #4 (200, 400, 600, 800, and 1000 flight hours, etc.)

- 1 Propeller, Detailed
- 2 Engine, Detailed
- 3 Cabin and Cockpit, Routine
- 4 Fuselage and Empennage, Routine
- 5 Landing Gear, Detailed
- 6 Right Wing, Detailed
- 7 Left Wing, Routine
- 8 Floats, Detailed
- 9 Special Inspections, as Required
- 10 Operational Inspection
- 11 General
- 12 Return to Service Certification
- 13 Discrepancy Report

(e) Notes

- (2) Completed Aircraft Inspection Cycle (i.e., as part of the fourth Event Inspection).
- (3) Special Inspections Work Sheet

NOTE: Includes inspections which occur outside the 50 hour event cycle.

- (a) Per Flight Hour
- (b) Per Calendar Year
- (c) Per Specific Operation / Operating Environment

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B. Away From Home Station Requirements.

If the airplane is to be away from the home location at the time an inspection is due, the pilot-in-command of the flight will take with him all sign off sheets which will be required for the inspection, and a copy of this manual. The inspection will be conducted or supervised by one of the following:

- (1) An appropriately certified repair station.
- (2) An appropriately rated certified mechanic, qualified on this type aircraft.

The results of the inspection will be noted on the proper sign off sheets which are then brought back to the home base. The pilot will be responsible for all inspection forms and work sheet entries with mechanics and/or inspector's signature and identification.

Discrepancies affecting the airworthiness of the airplane, when the airplane is away from the local station, will be corrected by either 1 or 2, above. The pilot will be responsible for all work sheet entries with mechanics and/or inspector's signature and identification.

The pilot-in-command should also ascertain that the appropriate logbook entries have been made in the aircraft and engine logbooks.

C. Program Responsibility

The person responsible for scheduling the inspections required under this program must fill out the Program Responsibility form on page 9. Additionally, a copy of the sample Program Responsibility form included later in this manual should be filled out and forwarded as an original to the local FAA-Flight Standards District Office (FSDO).

Any change in personnel responsible for scheduling the inspection program requires another copy of the Program Responsibility form to be filled out and the original copy sent to the local FAA-FSDO, while a duplicate copy is attached behind the previous Program Responsibility form (i.e., page 9). The previous form should be retained and the word "CHANGED" should be written across the obsolete information.

D. Revisions

Revisions to this Inspection Program are the direct responsibility of the manufacturer. However, owners/operators with an FAA-approved Part 91 Progressive Inspection Program or a Part 135 Approved Aircraft Inspection Program may not enact any such revisions until approval is obtained from the responsible FAA-FSDO. A permanent record of revisions and FAA approvals will be maintained by the owner/operator on page 11. If additional record of revision pages are needed a sample form is provided later in this manual. It should be copied, filled out, and filed behind page 11.

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5. Forms (See pages 67 through 81.)

- A. Program Responsibility - is a permanent record identifying the person responsible for scheduling the inspections under this program.
- B. Record of Revisions - is a permanent record documenting any revisions to this inspection program. Note that any such revisions must be submitted to and approved by the FAA-FSDO before enactment.
- C. The Event Inspection Record - is a permanent record of 50 Hour Event Inspection completion.
- D. The Progressive Inspection Cycle Record - is a permanent record of Progressive Inspection 200 Hour Cycle completion.
- E. The Discrepancy Record is a log of conditions for corrective action at the next routine or event inspection as determined by the maintenance personnel. FAA Airworthiness Directives and/or manufacturer's service publications, not requiring immediate action may be entered on the (DR) providing complying with the A.D. or service publication at the next routine or event will be within the time allowance permitted. Certain FAA or manufacturer's mandatory inspections may have to be accomplished before further flight, in which case, their compliance should be recorded on the appropriate record.
- F. Service Publication Compliance Record - is a permanent record used to document compliance with all applicable aircraft and component manufacturer's service publications.
- G. The FAA Airworthiness Directives (AD) Compliance Record - is a permanent record used to document compliance with all applicable ADs.
- H. The Equipment Change and Overhaul Record - is a permanent record used to document equipment changes, allowing precise control of equipment inspection, overhaul, or replacement intervals. Use of the ECR allows review of the "Out of Sequence" equipment and permits a projection of equipment "due" times in relation to the aircraft Hobbs times.

6. Access and Inspection Provisions (See page 83.)

Locator charts depicting various access and inspection provisions are provided at the end of this manual.

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AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER

EVENT INSPECTION WORK SHEET

EVENT #1 (Sheet 1 of 8)

WARNING: FAILURE TO CONSULT APPLICABLE VENDOR PUBLICATION(S), WHEN SERVICING OR INSPECTING VENDOR EQUIPMENT INSTALLED IN PIPER AIRCRAFT, MAY RENDER THE AIRCRAFT UNAIRWORTHY. (SEE SERVICE MANUAL - INTRODUCTION - SUPPLEMENTARY PUBLICATIONS.)

NOTE: Review Notes 1, 2, 3, and 4, before beginning this event.

PROPELLER, ROUTINE

WARNING: USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED). IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE.

- ☐ 1. Inspect spinner and spinner backplate for cracks, dents, missing screws, and security.
- ☐ 2. Inspect blades for nicks and cracks.
- ☐ 3. In PA-28-235s only, if constant speed propeller installed: check for grease and oil leaks.

ENGINE, ROUTINE

WARNING: IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE. USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED).

NOTE: Read Note 5 prior to completing this inspection group.

- ☐ 1. Remove engine cowling and inspect for internal and external damage.
- ☐ 2. Drain oil sump. (See Note 8.)
- ☐ 3. Clean suction oil strainer at oil change. Inspect strainer for foreign particles.
- ☐ 4. Clean pressure oil strainer or change full-flow (cartridge-type) oil filter element. Inspect strainer or element for foreign particles.
- ☐ 5. Inspect oil lines and fittings for leaks, security, chafing, dents and cracks.
- ☐ 6. Fill engine with oil per information on cowling or in Lubrication Chart, Section II.
- ☐ 7. Inspect spark plug cable leads.
- ☐ 8. Inspect rocker box covers for evidence of oil leaks. If found, replace gasket; torque cover screws 50 inch-pounds. (See Note 10.)
- ☐ 9. Remove air filter and clean per Section II. Replace as required.
- ☐ 10. Drain carburetor and clean inlet line fuel strainer.
- ☐ 11. Inspect condition of alternate air valve and housing.
- ☐ 12. Inspect condition of carburetor heat air door and box.
- ☐ 13. Check throttle body attaching screws for tightness. (Correct torque is 40 to 50 in.-lbs.)
- ☐ 14. Inspect vent lines for evidence of fuel or oil seepage.
- ☐ 15. Inspect intake seals for leaks and clamps for tightness. (Torque clamps 40-50 in.-lbs.)
- ☐ 16. Inspect all induction air and alternate heat ducts per Induction Air Inlet Duct and Alternate Heat Duct Inspection. (See Section III, Special Inspections, Procedures.) (See Note 7.)
- ☐ 17. Inspect fuel system for leaks.
- ☐ 18. Inspect engine-driven and electric fuel pumps for condition and operation. Replace as required. Clean screens in electric fuel pump(s).

PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL

EVENT INSPECTION WORK SHEET

EVENT #1 (Sheet 2 of 8)

ENGINE, ROUTINE (cont.)

- ☐ 19. PA-28-140/150/160/180 models only, remove, drain, and clean fuel filter bowl and screen on lower left side of firewall
- ☐ 20. Inspect exhaust stacks, connections, and gaskets per Exhaust System Inspection. (See Section III, Special Inspections, Procedures.) Replace gaskets as required.
- ☐ 21. Inspect muffler, heat exchange, and baffles per Exhaust System Inspection. (See Section III, Special Inspections, Procedures.)
- ☐ 22. Inspect all wiring connected to engine and accessories.
- ☐ 23. Check fluid in brake reservoir. Fill as required.
- ☐ 24. Install engine cowling.

CABIN AND COCKPIT, DETAILED

- ☐ 1. Inspect cabin door latch and hinges, and windows for damage, operation and security.
- ☐ 2. Inspect windows for scratches, crazing, and condition.
- ☐ 3. Check window and door seals for deterioration, cracks, and voids.
- ☐ 4. Inspect upholstery for tears.
- ☐ 5. Inspect seats and seat belts for security of brackets and bolts. (See Note 32 and Restraint System, Inspection, Section XIV.)
- ☐ 6. Inspect trim control operation.
- ☐ 7. Inspect condition and operation of rudder pedals and rudder bar assembly. (See Note 28.)
- ☐ 8. Inspect parking brake and brake handle for operation and cylinder leaks.
- ☐ 9. Inspect control wheels, column, pulleys, cables, and fittings. (See Notes 14 and 22.)
- ☐ 10. Perform Flap Control Cable Attachment Bolt Inspection. (See Section III, Special Inspections, Procedures, and Note 14.)
- ☐ 11. Inspect landing, navigation, cabin and instrument lights. (See Note 23.)
- ☐ 12. Inspect instruments, avionics, lines, and attachments.
- ☐ 13. Inspect gyro-operated instruments and electric turn and bank. Overhaul or replace as required.
- ☐ 14. Replace filters on the gyro horizon and directional gyro, or replace the central air filter.
- ☐ 15. Clean or replace vacuum regulator filter.
- ☐ 16. Inspect static system, altimeter and transponder for installation/certification per latest revision of AC43.13-1 and current test/inspection per FAR's 91.411 and 91.413, respectively.
- ☐ 17. Inspect and test ELT per FAR 91.207.
- ☐ 18. Inspect operation of fuel selector valve. (See Notes 15 and 25.)
- ☐ 19. In PA-28-235s only, check operation of fuel drain.
- ☐ 20. In PA-28-235s only, inspect fuel valve drain lever cover for security. Verify door opens and closes freely and prevents operation of lever when closed.
- ☐ 21. Inspect condition of heater controls and ducts.
- ☐ 22. Inspect condition and operation of air vents.
- ☐ 23. If installed, inspect condition of air conditioning ducts.
- ☐ 24. If installed, remove and clean air conditioning evaporator filter.
- ☐ 25. If installed, inspect portable fire extinguisher minimum weight as specified on nameplate.

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PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL

EVENT INSPECTION WORK SHEET

EVENT #1 (Sheet 3 of 8)

FUSELAGE AND EMPENNAGE, DETAILED

- ☐ 1. Remove inspection plates and panels.
- ☐ 2. Check forward wing attach fittings for condition and security.
- ☐ 3. Inspect aft wing attach fittings per Aft Wing Attach Fittings 100 Hour Inspection. (See Section III, Special Inspections, Procedures.)
- ☐ 4. Inspect baggage door, latch and hinges for damage, operation and security.
- ☐ 5. Inspect battery, box and cables. Flush or clean area as required and fill battery per instructions on box and in Electrical System, Section XI.
- ☐ 6. Inspect electronic installations.
- ☐ 7. Inspect skins, bulkheads, frames, and stringers for damage, irregularities, or structural defects (i.e. - skin cracks, distortion, dents, corrosion and loose or missing rivets).
- ☐ 8. Inspect condition and security of antenna mounts and electric wiring.
- ☐ 9. If installed, inspect air conditioning system for refrigerant leaks. (See Note 12.)
- ☐ 10. If installed, inspect refrigerant level in sight gauge of receiver-dehydrator. Refer to Section XIV.
- ☐ 11. If installed, inspect air conditioner condenser air scoop for condition and rigging. (See Note 16.)
- ☐ 12. Inspect fuel lines, valves, and gauges for damage and operation.
- ☐ 13. In PA-28-235s only, clean screens in fuel pumps.
- ☐ 14. In PA-28-235s only, remove, drain and clean fuel strainer bowl, located at the bottom of selector valve. Refer to Fuel System, Section IX.
- ☐ 15. Inspect security of all lines.
- ☐ 16. Inspect vertical fin and rudder for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware.
- ☐ 17. Inspect rudder hinges, horn and attachments for damage, security, and operation.
- ☐ 18. Inspect vertical fin attachments for security.
- ☐ 19. Inspect rudder control stops to ensure stops have not loosened and locknuts are tight.
- ☐ 20. Inspect rudder hinge bolts for excess wear. Replace as required.
- ☐ 21. Inspect stabilator and trim tab for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware.
- ☐ 22. Inspect stabilator and trim tab hinges, horn, and attachments for damage, security and operation.
- ☐ 23. Inspect stabilator attachments per Stabilator Attach Fittings Corrosion Inspection. (See Section III, Special Inspections, Procedures)
- ☐ 24. Inspect stabilator and tab hinge bolts and bearings for excess wear. Replace as required.
- ☐ 25. Inspect stabilator control stops to ensure stops are not loose. Ensure bolts and locknuts are tight.
- ☐ 26. Inspect all cable tensions using a tensiometer. (See Notes 14 and 17.)
- ☐ 27. Inspect aileron, rudder, stabilator, and stabilator trim cables, terminals, fittings, turnbuckles, guides, and pulleys for safety, damage, and operation. (See Notes 14 and 21.)
- ☐ 28. Lubricate per Lubrication Chart, Section II.
- ☐ 29. Inspect rotating beacon for security and operation.
- ☐ 30. If installed, inspect security of Autopilot servo bridle cable clamps. (See Note 14.)
- ☐ 31. Inspect all control cables, air ducts, electrical leads, harnesses, lines, radio antenna leads and attaching parts for security, routing, chafing, deterioration, wear and correct installation. (See Note 14.)
- ☐ 32. Inspect ELT battery for condition and date per FAR 91.207.
- ☐ 33. Inspect ELT installation and antenna for condition and security. Replace antenna if bent or damaged.
- ☐ 34. Install inspection plates and panels.

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EVENT INSPECTION WORK SHEET

EVENT #1 (Sheet 4 of 8)

LANDING GEAR, ROUTINE

- ☐ 1. Check oleo struts for proper extension and evidence of fluid leakage. See Landing Gear, Section II.
- ☐ 2. Check tire pressure.
- ☐ 3. Lubricate per Lubrication Chart, Section II.

LEFT WING, DETAILED

- ☐ 1. Remove inspection plates and fairings.
- ☐ 2. Inspect wing surfaces and tips for damage and loose rivets.
- ☐ 3. Inspect ailerons for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware.
- ☐ 4. Inspect aileron hinges and attachments. (See Note 24.)
- ☐ 5. Inspect aileron control stops to ensure stops have not loosened and locknuts are tight.
- ☐ 6. Inspect aileron cables, fittings, terminals, turnbuckles, pulleys, and bellcranks for damage and operation, and cable tensions. (See Note 14.)
- ☐ 7. Inspect flaps for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing, damaged or worn hardware.
- ☐ 8. Inspect condition of flap hinge bolts. Replace as required.
- ☐ 9. Lubricate per Lubrication Chart, Section II.
- ☐ 10. Inspect wing fore and aft attach fittings and bolts for security, corrosion and condition. (See Notes 30 and 31.)
- ☐ 11. Inspect pitot tube for damage and condition.

CAUTION: SEVERE BURNS CAN RESULT FROM COMING IN CONTACT WITH A HEATED PITOT TUBE.

- ☐ 12. Check pitot heat.
- ☐ 13. Inspect fuel tanks and lines for leaks and water. (See Note 18.)
- ☐ 14. Inspect fuel tanks for minimum octane markings.
- ☐ 15. Confirm fuel tanks are marked for capacity.
- ☐ 16. Inspect fuel tank vents.
- ☐ 17. Inspect all control cables, air ducts, electrical leads, lines and attaching parts for security, routing, chafing, deterioration, wear, and correct installation. (See Note 14.)
- ☐ 18. Install inspection plates and fairings.

RIGHT WING, ROUTINE

- ☐ 1. Inspect wing surfaces and tips for damage and loose rivets, and condition of walkway.
- ☐ 2. Lubricate per Lubrication Chart, Section II.

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EVENT INSPECTION WORK SHEET

EVENT #1 (Sheet 5 of 8)

SPECIAL INSPECTIONS, AS REQUIRED

- ☐ See Special Inspections Work Sheet.

OPERATIONAL INSPECTION

- ☐ 1. Check fuel pump and fuel tank selector.
- ☐ 2. Check fuel quantity, pressure and flow readings.
- ☐ 3. Check oil pressure and temperature.
- ☐ 4. Check alternator output.
- ☐ 5. Check manifold pressure.
- ☐ 6. Check carburetor heat / alternate air.
- ☐ 7. Check parking brake.
- ☐ 8. If installed, check vacuum gauge.
- ☐ 9. Check gyros for noise and roughness.
- ☐ 10. Check cabin heater operation.
- ☐ 11. Check magneto switch operation.
- ☐ 12. Check magneto RPM variation.
- ☐ 13. Check throttle and mixture operation.
- ☐ 14. Check propeller smoothness.
- ☐ 15. Check propeller governor action.
- ☐ 16. Check engine idle speed.
- ☐ 17. Check electronic equipment operation.
- ☐ 18. If installed, check operation of Autopilot, including automatic pitch trim, and manual electric trim.
(See Note 20.)
- ☐ 19. If installed, check air conditioner compressor clutch operation.
- ☐ 20. If installed, check air conditioner condenser scoop operation.

GENERAL

- ☐ 1. Aircraft conforms to FAA Specifications.
- ☐ 2. Latest revision of applicable FAA Airworthiness Directives complied with.
- ☐ 3. Latest revision of applicable manufacturer's Service Bulletins, Letters, and Instructions complied with.
- ☐ 4. Current and correct Pilot's Operating Handbook or Airplane Flight Manual is in the airplane.
- ☐ 5. Appropriate entries made in the Aircraft and Engine Log books.
- ☐ 6. Registration Certificate is in the aircraft and properly displayed.
- ☐ 7. Radio Station FCC License is in the aircraft and properly displayed.
- ☐ 8. Aircraft Equipment List, Weight and Balance and FAA Form(s) 337 (if applicable) are in the aircraft and in proper order.
- ☐ 9. Operational inspection and run-up completed.
- ☐ 10. Aircraft cleaned and lubricated after wash (as required).
- ☐ 11. Event Inspection Record completed.
- ☐ 12. Discrepancy Record completed.
- ☐ 13. Equipment Change and Overhaul Record completed.

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EVENT INSPECTION WORK SHEET

EVENT #1 (Sheet 6 of 8)

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**PIPER AIRCRAFT CORPORATION
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50 HOUR PROGRESSIVE INSPECTION MANUAL**

AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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EVENT INSPECTION WORK SHEET

EVENT #1 (Sheet 7 of 8)

INSPECTION COMPLETED

I certify that this aircraft has been inspected in accordance with PIPER AIRCRAFT CORPORATION 50 Hour Progressive Inspection Event No. 1, and is approved for return to service. Pertinent details of this inspection are on file at this facility under:

Repair Order No. _____

Total Time: _____ Date: _____

Signed: _____ Repair Station No.: _____

**PIPER AIRCRAFT CORPORATION
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AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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EVENT INSPECTION WORK SHEET

EVENT #1 (Sheet 8 of 8)

Event #1 Inspection Discrepancy Report

Aircraft Time: _____

Engine Time: _____

Date: _____

Work Order No.: _____

Item No.	Discrepancy	Corrective Action	Mechanic Signature

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AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER

EVENT INSPECTION WORK SHEET

EVENT #2 (Sheet 1 of 8)

WARNING: FAILURE TO CONSULT APPLICABLE VENDOR PUBLICATION(S), WHEN SERVICING OR INSPECTING VENDOR EQUIPMENT INSTALLED IN PIPER AIRCRAFT, MAY RENDER THE AIRCRAFT UNAIRWORTHY. (SEE SERVICE MANUAL - INTRODUCTION - SUPPLEMENTARY PUBLICATIONS.)

NOTE: Review Notes 1, 2, 3, and 4, before beginning this event.

PROPELLER, DETAILED

WARNING: USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED). IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE.

- ☐ 1. Inspect spinner and spinner backplate for cracks, dents, missing screws, and security.
- ☐ 2. Inspect blades for nicks and cracks.
- ☐ 3. In PA-28-235s only, if constant speed propeller installed: check for grease and oil leaks.
- ☐ 4. In PA-28-235s only, if constant speed propeller installed: lubricate propeller per Lubrication Chart, Section II.
- ☐ 5. Inspect spinner mounting brackets for cracks.
- ☐ 6. Inspect propeller mounting bolts for security and safety. (Check torque and re-safety if safety is broken.)
- ☐ 7. In PA-28-235s only, if constant speed propeller installed: inspect hub for cracks and corrosion.
- ☐ 8. In PA-28-235s only, if constant speed propeller installed: rotate blades of propeller and check for tightness in hub pilot tube. (Refer to Section VIII.)
- ☐ 9. Inspect complete propeller and spinner assembly for security, chafing, cracks, deterioration, wear, and correct installation.

ENGINE, DETAILED

WARNING: IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE. USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED).

NOTE: Read Note 5 prior to completing this inspection group.

- ☐ 1. Remove engine cowling and inspect for internal and external damage.
- ☐ 2. Clean and inspect cowling for cracks, distortion, and loose or missing fasteners. (See Note 6.)
- ☐ 3. Drain oil sump. (See Note 8.)
- ☐ 4. Clean suction oil strainer at oil change. Inspect strainer for foreign particles.
- ☐ 5. Clean pressure oil strainer or change full-flow (cartridge-type) oil filter element. Inspect strainer or element for foreign particles.
- ☐ 6. Inspect oil temperature sender unit for leaks and security.
- ☐ 7. Inspect oil lines and fittings for leaks, security, chafing, dents and cracks.
- ☐ 8. Clean and inspect oil radiator cooling fins.
- ☐ 9. Fill engine with oil per information on cowling or in Lubrication Chart, Section II.

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EVENT INSPECTION WORK SHEET

EVENT #2 (Sheet 2 of 8)

ENGINE, DETAILED (cont.)

CAUTION: USE CAUTION NOT TO CONTAMINATE VACUUM PUMP WITH CLEANING FLUID.
(REFER TO LATEST REVISION OF LYCOMING SERVICE INSTRUCTION NO. 1221.)

- ☐ 10. Clean engine with approved solvents.
- ☐ 11. Inspect condition of spark plugs. Clean and adjust gap as required; adjust per latest revision of Lycoming Service Instruction No. 1042.

NOTE: If fouling of spark plugs is apparent, rotate bottom plugs to upper plugs.

- ☐ 12. Inspect spark plug cable leads.
- ☐ 13. Check cylinder compression. (Refer to AC 43.13-1, latest revision.)
- ☐ 14. Inspect cylinders for cracked or broken fins. (See Note 10.)
- ☐ 15. Inspect rocker box covers for evidence of oil leaks. If found, replace gasket; torque cover screws 50 in.-lbs.
- ☐ 16. Inspect ignition harness and insulators for high tension leakage and continuity.
- ☐ 17. Check magneto points for proper clearance.
- ☐ 18. Inspect magnetos for oil seal leakage. (See Note 34.)
- ☐ 19. Inspect breaker felts for proper lubrication.
- ☐ 20. Check magneto to engine timing.
- ☐ 21. Remove air filter and clean per Section II. Replace as required.
- ☐ 22. Drain carburetor and clean inlet line fuel strainer.
- ☐ 23. Inspect condition of alternate air valve and housing.
- ☐ 24. Inspect condition of carburetor heat air door and box.
- ☐ 25. Check throttle body attaching screws for tightness. (Correct torque is 40 to 50 in.-lbs.)
- ☐ 26. Inspect vent lines for evidence of fuel or oil seepage.
- ☐ 27. Inspect intake seals for leaks and clamps for tightness. (Torque clamps 40-50 in.-lbs.)
- ☐ 28. Inspect all induction air and alternate heat ducts per Induction Air Inlet Duct and Alternate Heat Duct Inspection. (See Section III, Special Inspections, Procedures.) (See Note 7.)
- ☐ 29. Inspect condition of flexible fuel lines.
- ☐ 30. Inspect fuel system for leaks.
- ☐ 31. Inspect engine-driven and electric fuel pumps for condition and operation. Replace as required. Clean screens in electric fuel pump(s).
- ☐ 32. In PA-28-140/150/160/180 models only, remove, drain, and clean fuel filter bowl and screen on lower left side of firewall.
- ☐ 33. Inspect and operationally test engine-driven vacuum pumps and lines.
- ☐ 34. Inspect throttle, carburetor heat, mixture and, if installed, propeller controls for security, travel, and operating condition. (See Notes 27 and 29.)
- ☐ 35. Inspect exhaust stacks, connections, and gaskets per Exhaust System Inspection. (See Section III, Special Inspections, Procedures.) Replace gaskets as required.
- ☐ 36. Inspect muffler, heat exchange, and baffles per Exhaust System Inspection. (See Section III, Special Inspections, Procedures.)
- ☐ 37. Inspect breather tube for obstructions and security.
- ☐ 38. Inspect crankcase for cracks, leaks, and security of seam bolts.
- ☐ 39. Inspect engine mounts for cracks and loose mountings.
- ☐ 40. Inspect all engine baffles.
- ☐ 41. Inspect all wiring connected to engine and accessories.
- ☐ 42. Inspect rubber engine-mount bushings for deterioration. (Replace as required.)
- ☐ 43. Inspect firewall seals.

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EVENT INSPECTION WORK SHEET

EVENT #2 (Sheet 3 of 8)

- ☐ 44. Lubricate alternator idler pulley; remove front grease seal and add grease per Lubrication Chart, Section II. Disregard if sealed bearing is installed.
- ☐ 45. Inspect condition of alternator and starter.
- ☐ 46. Inspect security of alternator and mounting.
- ☐ 47. Inspect condition and tension of alternator drive-belt. (See Checking Generator and Alternator Belt Tension, Section XI.)
- ☐ 48. If installed, inspect condition of A/C compressor belt and tension. (See Adjustment of Drive Belt Tension, Section XIV, Paragraph 14-23.)
- ☐ 49. If installed, check A/C compressor oil level. (See Note 12.)
- ☐ 50. If installed, inspect A/C compressor clutch security and wiring. (See Note 13.)
- ☐ 51. If installed, inspect A/C compressor mounting for cracks, corrosion, and security.
- ☐ 52. Check fluid in brake reservoir. Fill as required.
- ☐ 53. Inspect and lubricate all controls per Lubrication Chart, Section II.
- ☐ 54. Install engine cowl.

CABIN AND COCKPIT, ROUTINE

- ☐ 1. Check landing, navigation, cabin, and instrument lights. (See Note 23.)
- ☐ 2. In PA-28-235s only, inspect fuel valve drain lever cover for security. Verify door opens and closes freely and prevents operation of lever when closed.

FUSELAGE AND EMPENNAGE, ROUTINE

- ☐ 1. Inspect baggage door, latch and hinges for damage, operation and security.
- ☐ 2. Inspect battery, box and cables. Flush or clean area as required and fill battery per instructions on box and in Electrical System, Section XI.
- ☐ 3. If installed, inspect refrigerant level in sight gauge of receiver-dehydrator. Refer to Section XIV.
- ☐ 4. If installed, inspect air conditioner condenser air scoop for condition and rigging. (See Note 16.)
- ☐ 5. In PA-28-235s only, remove, drain and clean fuel strainer bowl, located at the bottom of selector valve. Refer to Fuel System, Section IX.
- ☐ 6. Lubricate per Lubrication Chart, Section II.

LANDING GEAR, DETAILED

- ☐ 1. Check oleo struts for proper extension and evidence of fluid leakage. See Landing Gear, Section II.
- ☐ 2. Inspect nose gear steering control and travel.
- ☐ 3. Remove wheel fairings.
- ☐ 4. Inspect wheel alignment.
- ☐ 5. Put airplane on jacks. (Refer to Section II.)
- ☐ 6. Inspect tires for cuts, uneven or excessive wear, and slippage.
- ☐ 7. Remove wheels; clean, inspect and repack bearings.
- ☐ 8. Inspect wheels for cracks, corrosion, and broken bolts.
- ☐ 9. Check tire pressure.
- ☐ 10. Inspect brake lining and disc for condition and wear.
- ☐ 11. Inspect brake backing plates for condition and wear.
- ☐ 12. Inspect brake lines for condition and security.
- ☐ 13. Inspect shimmy dampener operation.
- ☐ 14. Inspect gear forks for damage.
- ☐ 15. Inspect oleo struts for fluid leaks and scoring.
- ☐ 16. Inspect gear struts and mounting bolts for condition and security. (See Note 26.)
- ☐ 17. Inspect torque links for cracks, bolts for condition and security. Check assembly for excessive side play. (See Note 33.)

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EVENT INSPECTION WORK SHEET

EVENT #2 (Sheet 4 of 8)

LANDING GEAR, DETAILED (cont.)

- ☐ 18. Inspect wheel fairings and attachments.
- ☐ 19. Inspect all hydraulic lines and attaching parts for condition and security (i.e., routing, chafing, damage, wear, etc.).
- ☐ 20. Lubricate per Lubrication Chart, Section II.
- ☐ 21. Install wheel fairings.
- ☐ 22. Remove airplane from jacks.

RIGHT WING, DETAILED

- ☐ 1. Remove inspection plates and fairings.
- ☐ 2. Inspect wing surfaces and tips for damage and loose rivets, and condition of walkway.
- ☐ 3. Inspect ailerons for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware.
- ☐ 4. Inspect aileron hinges and attachments. (See Note 24.)
- ☐ 5. Inspect aileron control stops to ensure stops have not loosened and locknuts are tight.
- ☐ 6. Inspect aileron cables, fittings, terminals, turnbuckles, pulleys, and bellcranks for damage and operation, and cable tensions. (See Note 14.)
- ☐ 7. Inspect flaps for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing, damaged or worn hardware.
- ☐ 8. Inspect condition of flap hinge bolts. Replace as required.
- ☐ 9. Lubricate per Lubrication Chart, Section II.
- ☐ 10. Inspect wing fore and aft attach fittings, and bolts for security, corrosion and condition. (See Notes 30 and 31.)
- ☐ 11. Inspect fuel tanks and lines for leaks and water. (See Note 18.)
- ☐ 12. Inspect fuel tanks for minimum octane markings.
- ☐ 13. Confirm fuel tanks are marked for capacity.
- ☐ 14. Inspect fuel tank vents.
- ☐ 15. Inspect all control cables, air ducts, electrical leads, lines and attaching parts for security, routing, chafing, deterioration, wear, and correct installation. (See Note 14.)
- ☐ 16. Install inspection plates and fairings.

LEFT WING, ROUTINE

- ☐ 1. Inspect wing surfaces and tips for damage and loose rivets.
- ☐ 2. Lubricate per Lubrication Chart, Section II.

FLOATS, DETAILED (If installed.)

- ☐ 1. Inspect float attachment fittings.
- ☐ 2. Inspect floats for damage.
- ☐ 3. Inspect pulleys and cables.

PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL

EVENT INSPECTION WORK SHEET

EVENT #2 (Sheet 5 of 8)

SPECIAL INSPECTIONS, AS REQUIRED

- ☐ See Special Inspections Work Sheet.

OPERATIONAL INSPECTION

- ☐ 1. Check fuel pump and fuel tank selector.
- ☐ 2. Check fuel quantity, pressure and flow readings.
- ☐ 3. Check oil pressure and temperature.
- ☐ 4. Check alternator output.
- ☐ 5. Check manifold pressure.
- ☐ 6. Check carburetor heat / alternate air.
- ☐ 7. Check parking brake.
- ☐ 8. If installed, check vacuum gauge.
- ☐ 9. Check gyros for noise and roughness.
- ☐ 10. Check cabin heater operation.
- ☐ 11. Check magneto switch operation.
- ☐ 12. Check magneto RPM variation.
- ☐ 13. Check throttle and mixture operation.
- ☐ 14. Check propeller smoothness.
- ☐ 15. Check propeller governor action.
- ☐ 16. Check engine idle speed.
- ☐ 17. Check electronic equipment operation.
- ☐ 18. If installed, check operation of Autopilot, including automatic pitch trim, and manual electric trim.
(See Note 20.)
- ☐ 19. If installed, check air conditioner compressor clutch operation.
- ☐ 20. If installed, check air conditioner condenser scoop operation.

GENERAL

- ☐ 1. Aircraft conforms to FAA Specifications.
- ☐ 2. Latest revision of applicable FAA Airworthiness Directives complied with.
- ☐ 3. Latest revision of applicable manufacturer's Service Bulletins, Letters, and Instructions complied with.
- ☐ 4. Current and correct Pilot's Operating Handbook or Airplane Flight Manual is in the airplane.
- ☐ 5. Appropriate entries made in the Aircraft and Engine Log books.
- ☐ 6. Registration Certificate is in the aircraft and properly displayed.
- ☐ 7. Radio Station FCC License is in the aircraft and properly displayed.
- ☐ 8. Aircraft Equipment List, Weight and Balance and FAA Form(s) 337 (if applicable) are in the aircraft and in proper order.
- ☐ 9. Operational inspection and run-up completed.
- ☐ 10. Aircraft cleaned and lubricated after wash (as required).
- ☐ 11. Event Inspection Record completed.
- ☐ 12. Discrepancy Record completed.
- ☐ 13. Equipment Change and Overhaul Record completed.

**PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL**

EVENT INSPECTION WORK SHEET

EVENT #2 (Sheet 6 of 8)

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**PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL**

AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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EVENT INSPECTION WORK SHEET

EVENT #2 (Sheet 7 of 8)

INSPECTION COMPLETED

I certify that this aircraft has been inspected in accordance with PIPER AIRCRAFT CORPORATION 50 Hour Progressive Inspection Event No. 2, and is approved for return to service. Pertinent details of this inspection are on file at this facility under:

Repair Order No. _____

Total Time: _____ Date: _____

Signed: _____ Repair Station No.: _____

**PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL**

AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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EVENT INSPECTION WORK SHEET

EVENT #2 (Sheet 8 of 8)

Event #2 Inspection Discrepancy Report

Aircraft Time: _____

Engine Time: _____

Date: _____

Work Order No.: _____

Item No.	Discrepancy	Corrective Action	Mechanic Signature

**PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL**

AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER

EVENT INSPECTION WORK SHEET

EVENT #3 (Sheet 1 of 8)

WARNING: FAILURE TO CONSULT APPLICABLE VENDOR PUBLICATION(S), WHEN SERVICING OR INSPECTING VENDOR EQUIPMENT INSTALLED IN PIPER AIRCRAFT, MAY RENDER THE AIRCRAFT UNAIRWORTHY. (SEE SERVICE MANUAL - INTRODUCTION - SUPPLEMENTARY PUBLICATIONS.)

NOTE: Review Notes 1, 2, 3, and 4, before beginning this event.

PROPELLER, ROUTINE

WARNING: USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED). IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE.

- ☐ 1. Inspect spinner and spinner backplate for cracks, dents, missing screws, and security.
- ☐ 2. Inspect blades for nicks and cracks.
- ☐ 3. In PA-28-235s only, if constant speed propeller installed: check for grease and oil leaks.

ENGINE, ROUTINE

WARNING: IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE. USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED).

NOTE: Read Note 5 prior to completing this inspection group.

- ☐ 1. Remove engine cowling and inspect for internal and external damage.
- ☐ 2. Drain oil sump. (See Note 8.)
- ☐ 3. Clean suction oil strainer at oil change. Inspect strainer for foreign particles.
- ☐ 4. Clean pressure oil strainer or change full-flow (cartridge-type) oil filter element. Inspect strainer or element for foreign particles.
- ☐ 5. Inspect oil lines and fittings for leaks, security, chafing, dents and cracks.
- ☐ 6. Fill engine with oil per information on cowling or in Lubrication Chart, Section II.
- ☐ 7. Inspect spark plug cable leads.
- ☐ 8. Inspect rocker box covers for evidence of oil leaks. If found, replace gasket; torque cover screws 50 inch-pounds. (See Note 10.)
- ☐ 9. Remove air filter and clean per Section II. Replace as required.
- ☐ 10. Drain carburetor and clean inlet line fuel strainer.
- ☐ 11. Inspect condition of alternate air valve and housing.
- ☐ 12. Inspect condition of carburetor heat air door and box.
- ☐ 13. Check throttle body attaching screws for tightness. (Correct torque is 40 to 50 in.-lbs.)
- ☐ 14. Inspect vent lines for evidence of fuel or oil seepage.
- ☐ 15. Inspect intake seals for leaks and clamps for tightness. (Torque clamps 40-50 in.-lbs.)
- ☐ 16. Inspect all induction air and alternate heat ducts per Induction Air Inlet Duct and Alternate Heat Duct Inspection. (See Section III, Special Inspections, Procedures.) (See Note 7.)
- ☐ 17. Inspect fuel system for leaks.
- ☐ 18. Inspect engine-driven and electric fuel pumps for condition and operation. Replace as required. Clean screens in electric fuel pump(s).

PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL

EVENT INSPECTION WORK SHEET

EVENT #3 (Sheet 2 of 8)

ENGINE, ROUTINE (cont.)

- ☐ 19. PA-28-140/150/160/180 models only, remove, drain, and clean fuel filter bowl and screen on lower left side of firewall
- ☐ 20. Inspect exhaust stacks, connections, and gaskets per Exhaust System Inspection. (See Section III, Special Inspections, Procedures.) Replace gaskets as required.
- ☐ 21. Inspect muffler, heat exchange, and baffles per Exhaust System Inspection. (See Section III, Special Inspections, Procedures.)
- ☐ 22. Inspect all wiring connected to engine and accessories.
- ☐ 23. Check fluid in brake reservoir. Fill as required.
- ☐ 24. Install engine cowling.

CABIN AND COCKPIT, DETAILED

- ☐ 1. Inspect cabin door latch and hinges, and windows for damage, operation and security.
- ☐ 2. Inspect windows for scratches, crazing, and condition.
- ☐ 3. Check window and door seals for deterioration, cracks, and voids.
- ☐ 4. Inspect upholstery for tears.
- ☐ 5. Inspect seats and seat belts for security of brackets and bolts. (See Note 32 and Restraint System, Inspection, Section XIV.)
- ☐ 6. Inspect trim control operation.
- ☐ 7. Inspect condition and operation of rudder pedals and rudder bar assembly. (See Note 28.)
- ☐ 8. Inspect parking brake and brake handle for operation and cylinder leaks.
- ☐ 9. Inspect control wheels, column, pulleys, cables, and fittings. (See Notes 14 and 22.)
- ☐ 10. Perform Flap Control Cable Attachment Bolt Inspection. (See Section III, Special Inspections, Procedures, and Note 14.)
- ☐ 11. Inspect landing, navigation, cabin and instrument lights. (See Note 23.)
- ☐ 12. Inspect instruments, avionics, lines, and attachments.
- ☐ 13. Inspect gyro-operated instruments and electric turn and bank. Overhaul or replace as required.
- ☐ 14. Replace filters on the gyro horizon and directional gyro, or replace the central air filter.
- ☐ 15. Clean or replace vacuum regulator filter.
- ☐ 16. Inspect static system, altimeter and transponder for installation/certification per latest revision of AC43.13-1 and current test/inspection per FAR's 91.411 and 91.413, respectively.
- ☐ 17. Inspect and test ELT per FAR 91.207.
- ☐ 18. Inspect operation of fuel selector valve. (See Notes 15 and 25.)
- ☐ 19. In PA-28-235s only, check operation of fuel drain.
- ☐ 20. In PA-28-235s only, inspect fuel valve drain lever cover for security. Verify door opens and closes freely and prevents operation of lever when closed.
- ☐ 21. Inspect condition of heater controls and ducts.
- ☐ 22. Inspect condition and operation of air vents.
- ☐ 23. If installed, inspect condition of air conditioning ducts.
- ☐ 24. If installed, remove and clean air conditioning evaporator filter.
- ☐ 25. If installed, inspect portable fire extinguisher minimum weight as specified on nameplate.

PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL

EVENT INSPECTION WORK SHEET

EVENT #3 (Sheet 3 of 8)

FUSELAGE AND EMPENNAGE, DETAILED

- ☐ 1. Remove inspection plates and panels.
- ☐ 2. Check forward wing attach fittings for condition and security.
- ☐ 3. Inspect aft wing attach fittings per Aft Wing Attach Fittings 100 Hour Inspection. (See Section III, Special Inspections, Procedures.)
- ☐ 4. Inspect baggage door, latch and hinges for damage, operation and security.
- ☐ 5. Inspect battery, box and cables. Flush or clean area as required and fill battery per instructions on box and in Electrical System, Section XI.
- ☐ 6. Inspect electronic installations.
- ☐ 7. Inspect skins, bulkheads, frames, and stringers for damage, irregularities, or structural defects (i.e. - skin cracks, distortion, dents, corrosion and loose or missing rivets).
- ☐ 8. Inspect condition and security of antenna mounts and electric wiring.
- ☐ 9. If installed, inspect air conditioning system for refrigerant leaks. (See Note 12.)
- ☐ 10. If installed, inspect refrigerant level in sight gauge of receiver-dehydrator. Refer to Section XIV.
- ☐ 11. If installed, inspect air conditioner condenser air scoop for condition and rigging. (See Note 16.)
- ☐ 12. Inspect fuel lines, valves, and gauges for damage and operation.
- ☐ 13. In PA-28-235s only, clean screens in fuel pumps.
- ☐ 14. In PA-28-235s only, remove, drain and clean fuel strainer bowl, located at the bottom of selector valve. Refer to Fuel System, Section IX.
- ☐ 15. Inspect security of all lines.
- ☐ 16. Inspect vertical fin and rudder for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware.
- ☐ 17. Inspect rudder hinges, horn and attachments for damage, security, and operation.
- ☐ 18. Inspect vertical fin attachments for security.
- ☐ 19. Inspect rudder control stops to ensure stops have not loosened and locknuts are tight.
- ☐ 20. Inspect rudder hinge bolts for excess wear. Replace as required.
- ☐ 21. Inspect stabilator and trim tab for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware.
- ☐ 22. Inspect stabilator and trim tab hinges, horn, and attachments for damage, security and operation.
- ☐ 23. Inspect stabilator attachments per Stabilator Attach Fittings Corrosion Inspection. (See Section III, Special Inspections, Procedures)
- ☐ 24. Inspect stabilator and tab hinge bolts and bearings for excess wear. Replace as required.
- ☐ 25. Inspect stabilator control stops to ensure stops are not loose. Ensure bolts and locknuts are tight.
- ☐ 26. Inspect all cable tensions using a tensiometer. (See Notes 14 and 17.)
- ☐ 27. Inspect aileron, rudder, stabilator, and stabilator trim cables, terminals, fittings, turnbuckles, guides, and pulleys for safety, damage, and operation. (See Notes 14 and 21.)
- ☐ 28. Lubricate per Lubrication Chart, Section II.
- ☐ 29. Inspect rotating beacon for security and operation.
- ☐ 30. If installed, inspect security of Autopilot servo bridle cable clamps. (See Note 14.)
- ☐ 31. Inspect all control cables, air ducts, electrical leads, harnesses, lines, radio antenna leads and attaching parts for security, routing, chafing, deterioration, wear and correct installation. (See Note 14.)
- ☐ 32. Inspect ELT battery for condition and date per FAR 91.207.
- ☐ 33. Inspect ELT installation and antenna for condition and security. Replace antenna if bent or damaged.
- ☐ 34. Install inspection plates and panels.

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EVENT INSPECTION WORK SHEET

EVENT #3 (Sheet 4 of 8)

LANDING GEAR, ROUTINE

- ☐ 1. Check oleo struts for proper extension and evidence of fluid leakage. See Landing Gear, Section II.
- ☐ 2. Check tire pressure.
- ☐ 3. Lubricate per Lubrication Chart, Section II.

LEFT WING, DETAILED

- ☐ 1. Remove inspection plates and fairings.
- ☐ 2. Inspect wing surfaces and tips for damage and loose rivets.
- ☐ 3. Inspect ailerons for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware.
- ☐ 4. Inspect aileron hinges and attachments. (See Note 24.)
- ☐ 5. Inspect aileron control stops to ensure stops have not loosened and locknuts are tight.
- ☐ 6. Inspect aileron cables, fittings, terminals, turnbuckles, pulleys, and bellcranks for damage and operation, and cable tensions. (See Note 14.)
- ☐ 7. Inspect flaps for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing, damaged or worn hardware.
- ☐ 8. Inspect condition of flap hinge bolts. Replace as required.
- ☐ 9. Lubricate per Lubrication Chart, Section II.
- ☐ 10. Inspect wing fore and aft attach fittings and bolts for security, corrosion and condition. (See Notes 30 and 31.)
- ☐ 11. Inspect pitot tube for damage and condition.

CAUTION: SEVERE BURNS CAN RESULT FROM COMING IN CONTACT WITH A HEATED PITOT TUBE.

- ☐ 12. Check pitot heat.
- ☐ 13. Inspect fuel tanks and lines for leaks and water. (See Note 18.)
- ☐ 14. Inspect fuel tanks for minimum octane markings.
- ☐ 15. Confirm fuel tanks are marked for capacity.
- ☐ 16. Inspect fuel tank vents.
- ☐ 17. Inspect all control cables, air ducts, electrical leads, lines and attaching parts for security, routing, chafing, deterioration, wear, and correct installation. (See Note 14.)
- ☐ 18. Install inspection plates and fairings.

RIGHT WING, ROUTINE

- ☐ 1. Inspect wing surfaces and tips for damage and loose rivets, and condition of walkway.
- ☐ 2. Lubricate per Lubrication Chart, Section II.

**PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL**

EVENT INSPECTION WORK SHEET

EVENT #3 (Sheet 5 of 8)

SPECIAL INSPECTIONS, AS REQUIRED

- ☐ See Special Inspections Work Sheet.

OPERATIONAL INSPECTION

- ☐ 1. Check fuel pump and fuel tank selector.
- ☐ 2. Check fuel quantity, pressure and flow readings.
- ☐ 3. Check oil pressure and temperature.
- ☐ 4. Check alternator output.
- ☐ 5. Check manifold pressure.
- ☐ 6. Check carburetor heat / alternate air.
- ☐ 7. Check parking brake.
- ☐ 8. If installed, check vacuum gauge.
- ☐ 9. Check gyros for noise and roughness.
- ☐ 10. Check cabin heater operation.
- ☐ 11. Check magneto switch operation.
- ☐ 12. Check magneto RPM variation.
- ☐ 13. Check throttle and mixture operation.
- ☐ 14. Check propeller smoothness.
- ☐ 15. Check propeller governor action.
- ☐ 16. Check engine idle speed.
- ☐ 17. Check electronic equipment operation.
- ☐ 18. If installed, check operation of Autopilot, including automatic pitch trim, and manual electric trim.
(See Note 20.)
- ☐ 19. If installed, check air conditioner compressor clutch operation.
- ☐ 20. If installed, check air conditioner condenser scoop operation.

GENERAL

- ☐ 1. Aircraft conforms to FAA Specifications.
- ☐ 2. Latest revision of applicable FAA Airworthiness Directives complied with.
- ☐ 3. Latest revision of applicable manufacturer's Service Bulletins, Letters, and Instructions complied with.
- ☐ 4. Current and correct Pilot's Operating Handbook or Airplane Flight Manual is in the airplane.
- ☐ 5. Appropriate entries made in the Aircraft and Engine Log books.
- ☐ 6. Registration Certificate is in the aircraft and properly displayed.
- ☐ 7. Radio Station FCC License is in the aircraft and properly displayed.
- ☐ 8. Aircraft Equipment List, Weight and Balance and FAA Form(s) 337 (if applicable) are in the aircraft and in proper order.
- ☐ 9. Operational inspection and run-up completed.
- ☐ 10. Aircraft cleaned and lubricated after wash (as required).
- ☐ 11. Event Inspection Record completed.
- ☐ 12. Discrepancy Record completed.
- ☐ 13. Equipment Change and Overhaul Record completed.

**PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL**

EVENT INSPECTION WORK SHEET

EVENT #3 (Sheet 6 of 8)

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**PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL**

AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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EVENT INSPECTION WORK SHEET

EVENT #3 (Sheet 7 of 8)

INSPECTION COMPLETED

I certify that this aircraft has been inspected in accordance with PIPER AIRCRAFT CORPORATION 50 Hour Progressive Inspection Event No. 3, and is approved for return to service. Pertinent details of this inspection are on file at this facility under:

Repair Order No. _____

Total Time: _____ Date: _____

Signed: _____ Repair Station No.: _____

**PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL**

AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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EVENT INSPECTION WORK SHEET

EVENT #3 (Sheet 8 of 8)

Event #3 Inspection Discrepancy Report

Aircraft Time: _____

Engine Time: _____

Date: _____

Work Order No.: _____

Item No.	Discrepancy	Corrective Action	Mechanic Signature

**PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL**

AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER

EVENT INSPECTION WORK SHEET

EVENT #4 (Sheet 1 of 8)

WARNING: FAILURE TO CONSULT APPLICABLE VENDOR PUBLICATION(S), WHEN SERVICING OR INSPECTING VENDOR EQUIPMENT INSTALLED IN PIPER AIRCRAFT, MAY RENDER THE AIRCRAFT UNAIRWORTHY. (SEE SERVICE MANUAL - INTRODUCTION - SUPPLEMENTARY PUBLICATIONS.)

NOTE: Review Notes 1, 2, 3, and 4, before beginning this event.

PROPELLER, DETAILED

WARNING: USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED). IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE.

- ☐ 1. Inspect spinner and spinner backplate for cracks, dents, missing screws, and security.
- ☐ 2. Inspect blades for nicks and cracks.
- ☐ 3. In PA-28-235s only, if constant speed propeller installed: check for grease and oil leaks.
- ☐ 4. In PA-28-235s only, if constant speed propeller installed: lubricate propeller per Lubrication Chart, Section II.
- ☐ 5. Inspect spinner mounting brackets for cracks.
- ☐ 6. Inspect propeller mounting bolts for security and safety. (Check torque and re-safety if safety is broken.)
- ☐ 7. In PA-28-235s only, if constant speed propeller installed: inspect hub for cracks and corrosion.
- ☐ 8. In PA-28-235s only, if constant speed propeller installed: rotate blades of propeller and check for tightness in hub pilot tube. (Refer to Section VIII.)
- ☐ 9. Inspect complete propeller and spinner assembly for security, chafing, cracks, deterioration, wear, and correct installation.

ENGINE, DETAILED

WARNING: IF MAGNETOS ARE NOT GROUNDED, TURNING PROPELLER MAY START ENGINE. USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK. PRIOR TO ROTATING PROPELLER ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED).

NOTE: Read Note 5 prior to completing this inspection group.

- ☐ 1. Remove engine cowling and inspect for internal and external damage.
- ☐ 2. Clean and inspect cowling for cracks, distortion, and loose or missing fasteners. (See Note 6.)
- ☐ 3. Drain oil sump. (See Note 8.)
- ☐ 4. Clean suction oil strainer at oil change. Inspect strainer for foreign particles.
- ☐ 5. Clean pressure oil strainer or change full-flow (cartridge-type) oil filter element. Inspect strainer or element for foreign particles.
- ☐ 6. Inspect oil temperature sender unit for leaks and security.
- ☐ 7. Inspect oil lines and fittings for leaks, security, chafing, dents and cracks.
- ☐ 8. Clean and inspect oil radiator cooling fins.
- ☐ 9. Fill engine with oil per information on cowling or in Lubrication Chart, Section II.

PIPER AIRCRAFT CORPORATION
PA-28-140/150/160/180/235, CHEROKEE SERIES
50 HOUR PROGRESSIVE INSPECTION MANUAL

EVENT INSPECTION WORK SHEET

EVENT #4 (Sheet 2 of 8)

ENGINE, DETAILED (cont.)

CAUTION: USE CAUTION NOT TO CONTAMINATE VACUUM PUMP WITH CLEANING FLUID.
(REFER TO LATEST REVISION OF LYCOMING SERVICE INSTRUCTION NO. 1221.)

- ☐ 10. Clean engine with approved solvents.
- ☐ 11. Inspect condition of spark plugs. Clean and adjust gap as required; adjust per latest revision of Lycoming Service Instruction No. 1042.

NOTE: If fouling of spark plugs is apparent, rotate bottom plugs to upper plugs.

- ☐ 12. Inspect spark plug cable leads.
- ☐ 13. Check cylinder compression. (Refer to AC 43.13-1, latest revision.)
- ☐ 14. Inspect cylinders for cracked or broken fins. (See Note 10.)
- ☐ 15. Inspect rocker box covers for evidence of oil leaks. If found, replace gasket; torque cover screws 50 in.-lbs.
- ☐ 16. Inspect ignition harness and insulators for high tension leakage and continuity.
- ☐ 17. Check magneto points for proper clearance.
- ☐ 18. Inspect magnetos for oil seal leakage. (See Note 34.)
- ☐ 19. Inspect breaker felts for proper lubrication.
- ☐ 20. Check magneto to engine timing.
- ☐ 21. Remove air filter and clean per Section II. Replace as required.
- ☐ 22. Drain carburetor and clean inlet line fuel strainer.
- ☐ 23. Inspect condition of alternate air valve and housing.
- ☐ 24. Inspect condition of carburetor heat air door and box.
- ☐ 25. Check throttle body attaching screws for tightness. (Correct torque is 40 to 50 in.-lbs.)
- ☐ 26. Inspect vent lines for evidence of fuel or oil seepage.
- ☐ 27. Inspect intake seals for leaks and clamps for tightness. (Torque clamps 40-50 in.-lbs.)
- ☐ 28. Inspect all induction air and alternate heat ducts per Induction Air Inlet Duct and Alternate Heat Duct Inspection. (See Section III, Special Inspections, Procedures.) (See Note 7.)
- ☐ 29. Inspect condition of flexible fuel lines.
- ☐ 30. Inspect fuel system for leaks.
- ☐ 31. Inspect engine-driven and electric fuel pumps for condition and operation. Replace as required. Clean screens in electric fuel pump(s).
- ☐ 32. In PA-28-140/150/160/180 models only, remove, drain, and clean fuel filter bowl and screen on lower left side of firewall.
- ☐ 33. Inspect and operationally test engine-driven vacuum pumps and lines.
- ☐ 34. Inspect throttle, carburetor heat, mixture and, if installed, propeller controls for security, travel, and operating condition. (See Notes 27 and 29.)
- ☐ 35. Inspect exhaust stacks, connections, and gaskets per Exhaust System Inspection. (See Section III, Special Inspections, Procedures.) Replace gaskets as required.
- ☐ 36. Inspect muffler, heat exchange, and baffles per Exhaust System Inspection. (See Section III, Special Inspections, Procedures.)
- ☐ 37. Inspect breather tube for obstructions and security.
- ☐ 38. Inspect crankcase for cracks, leaks, and security of seam bolts.
- ☐ 39. Inspect engine mounts for cracks and loose mountings.
- ☐ 40. Inspect all engine baffles.
- ☐ 41. Inspect all wiring connected to engine and accessories.
- ☐ 42. Inspect rubber engine-mount bushings for deterioration. (Replace as required.)
- ☐ 43. Inspect firewall seals.

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- ☐ 44. Lubricate alternator idler pulley; remove front grease seal and add grease per Lubrication Chart, Section II. Disregard if sealed bearing is installed.
- ☐ 45. Inspect condition of alternator and starter.
- ☐ 46. Inspect security of alternator and mounting.
- ☐ 47. Inspect condition and tension of alternator drive-belt. (See Checking Generator and Alternator Belt Tension, Section XI.)
- ☐ 48. If installed, inspect condition of A/C compressor belt and tension. (See Adjustment of Drive Belt Tension, Section XIV, Paragraph 14-23.)
- ☐ 49. If installed, check A/C compressor oil level. (See Note 12.)
- ☐ 50. If installed, inspect A/C compressor clutch security and wiring. (See Note 13.)
- ☐ 51. If installed, inspect A/C compressor mounting for cracks, corrosion, and security.
- ☐ 52. Check fluid in brake reservoir. Fill as required.
- ☐ 53. Inspect and lubricate all controls per Lubrication Chart, Section II.
- ☐ 54. Install engine cowl.

CABIN AND COCKPIT, ROUTINE

- ☐ 1. Check landing, navigation, cabin, and instrument lights. (See Note 23.)
- ☐ 2. In PA-28-235s only, inspect fuel valve drain lever cover for security. Verify door opens and closes freely and prevents operation of lever when closed.

FUSELAGE AND EMPENNAGE, ROUTINE

- ☐ 1. Inspect baggage door, latch and hinges for damage, operation and security.
- ☐ 2. Inspect battery, box and cables. Flush or clean area as required and fill battery per instructions on box and in Electrical System, Section XI.
- ☐ 3. If installed, inspect refrigerant level in sight gauge of receiver-dehydrator. Refer to Section XIV.
- ☐ 4. If installed, inspect air conditioner condenser air scoop for condition and rigging. (See Note 16.)
- ☐ 5. In PA-28-235s only, remove, drain and clean fuel strainer bowl, located at the bottom of selector valve. Refer to Fuel System, Section IX.
- ☐ 6. Lubricate per Lubrication Chart, Section II.

LANDING GEAR, DETAILED

- ☐ 1. Check oleo struts for proper extension and evidence of fluid leakage. See Landing Gear, Section II.
- ☐ 2. Inspect nose gear steering control and travel.
- ☐ 3. Remove wheel fairings.
- ☐ 4. Inspect wheel alignment.
- ☐ 5. Put airplane on jacks. (Refer to Section II.)
- ☐ 6. Inspect tires for cuts, uneven or excessive wear, and slippage.
- ☐ 7. Remove wheels; clean, inspect and repack bearings.
- ☐ 8. Inspect wheels for cracks, corrosion, and broken bolts.
- ☐ 9. Check tire pressure.
- ☐ 10. Inspect brake lining and disc for condition and wear.
- ☐ 11. Inspect brake backing plates for condition and wear.
- ☐ 12. Inspect brake lines for condition and security.
- ☐ 13. Inspect shimmy dampener operation.
- ☐ 14. Inspect gear forks for damage.
- ☐ 15. Inspect oleo struts for fluid leaks and scoring.
- ☐ 16. Inspect gear struts and mounting bolts for condition and security. (See Note 26.)
- ☐ 17. Inspect torque links for cracks, bolts for condition and security. Check assembly for excessive side play. (See Note 33.)

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LANDING GEAR, DETAILED (cont.)

- ☐ 18. Inspect wheel fairings and attachments.
- ☐ 19. Inspect all hydraulic lines and attaching parts for condition and security (i.e., routing, chafing, damage, wear, etc.).
- ☐ 20. Lubricate per Lubrication Chart, Section II.
- ☐ 21. Install wheel fairings.
- ☐ 22. Remove airplane from jacks.

RIGHT WING, DETAILED

- ☐ 1. Remove inspection plates and fairings.
- ☐ 2. Inspect wing surfaces and tips for damage and loose rivets, and condition of walkway.
- ☐ 3. Inspect ailerons for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing or worn hardware.
- ☐ 4. Inspect aileron hinges and attachments. (See Note 24.)
- ☐ 5. Inspect aileron control stops to ensure stops have not loosened and locknuts are tight.
- ☐ 6. Inspect aileron cables, fittings, terminals, turnbuckles, pulleys, and bellcranks for damage and operation, and cable tensions. (See Note 14.)
- ☐ 7. Inspect flaps for surface damage or irregularities (i.e. - skin cracks, distortion, dents, corrosion, and excessive paint build up); structural defects (i.e. - loose or missing rivets); misrigging or structural imbalance; hinge damage, excessive wear, freedom of movement and proper lubrication; and attachment points for missing, damaged or worn hardware.
- ☐ 8. Inspect condition of flap hinge bolts. Replace as required.
- ☐ 9. Lubricate per Lubrication Chart, Section II.
- ☐ 10. Inspect wing fore and aft attach fittings, and bolts for security, corrosion and condition. (See Notes 30 and 31.)
- ☐ 11. Inspect fuel tanks and lines for leaks and water. (See Note 18.)
- ☐ 12. Inspect fuel tanks for minimum octane markings.
- ☐ 13. Confirm fuel tanks are marked for capacity.
- ☐ 14. Inspect fuel tank vents.
- ☐ 15. Inspect all control cables, air ducts, electrical leads, lines and attaching parts for security, routing, chafing, deterioration, wear, and correct installation. (See Note 14.)
- ☐ 16. Install inspection plates and fairings.

LEFT WING, ROUTINE

- ☐ 1. Inspect wing surfaces and tips for damage and loose rivets.
- ☐ 2. Lubricate per Lubrication Chart, Section II.

FLOATS, DETAILED (If installed.)

- ☐ 1. Inspect float attachment fittings.
- ☐ 2. Inspect floats for damage.
- ☐ 3. Inspect pulleys and cables.

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SPECIAL INSPECTIONS, AS REQUIRED

- ☐ See Special Inspections Work Sheet.

OPERATIONAL INSPECTION

- ☐ 1. Check fuel pump and fuel tank selector.
- ☐ 2. Check fuel quantity, pressure and flow readings.
- ☐ 3. Check oil pressure and temperature.
- ☐ 4. Check alternator output.
- ☐ 5. Check manifold pressure.
- ☐ 6. Check carburetor heat / alternate air.
- ☐ 7. Check parking brake.
- ☐ 8. If installed, check vacuum gauge.
- ☐ 9. Check gyros for noise and roughness.
- ☐ 10. Check cabin heater operation.
- ☐ 11. Check magneto switch operation.
- ☐ 12. Check magneto RPM variation.
- ☐ 13. Check throttle and mixture operation.
- ☐ 14. Check propeller smoothness.
- ☐ 15. Check propeller governor action.
- ☐ 16. Check engine idle speed.
- ☐ 17. Check electronic equipment operation.
- ☐ 18. If installed, check operation of Autopilot, including automatic pitch trim, and manual electric trim.
(See Note 20.)
- ☐ 19. If installed, check air conditioner compressor clutch operation.
- ☐ 20. If installed, check air conditioner condenser scoop operation.

GENERAL

- ☐ 1. Aircraft conforms to FAA Specifications.
- ☐ 2. Latest revision of applicable FAA Airworthiness Directives complied with.
- ☐ 3. Latest revision of applicable manufacturer's Service Bulletins, Letters, and Instructions complied with.
- ☐ 4. Current and correct Pilot's Operating Handbook or Airplane Flight Manual is in the airplane.
- ☐ 5. Appropriate entries made in the Aircraft and Engine Log books.
- ☐ 6. Registration Certificate is in the aircraft and properly displayed.
- ☐ 7. Radio Station FCC License is in the aircraft and properly displayed.
- ☐ 8. Aircraft Equipment List, Weight and Balance and FAA Form(s) 337 (if applicable) are in the aircraft and in proper order.
- ☐ 9. Operational inspection and run-up completed.
- ☐ 10. Aircraft cleaned and lubricated after wash (as required).
- ☐ 11. Event Inspection Record completed.
- ☐ 12. Discrepancy Record completed.
- ☐ 13. Equipment Change and Overhaul Record completed.

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EVENT INSPECTION WORK SHEET

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EVENT INSPECTION WORK SHEET

EVENT #4 (Sheet 7 of 8)

INSPECTION COMPLETED

I certify that this aircraft has been inspected in accordance with PIPER AIRCRAFT CORPORATION 50 Hour Progressive Inspection Event No. 4, and is approved for return to service. Pertinent details of this inspection are on file at this facility under:

Repair Order No. _____

Total Time: _____ Date: _____

Signed: _____ Repair Station No.: _____

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EVENT INSPECTION WORK SHEET

EVENT #4 (Sheet 8 of 8)

Event #4 Inspection Discrepancy Report

Aircraft Time: _____

Engine Time: _____

Date: _____

Work Order No.: _____

Item No.	Discrepancy	Corrective Action	Mechanic Signature

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1. Refer to Piper's Customer Service Information Aerofiche P/N 1753-755 for latest revision dates to Piper Inspection Reports/Manuals and the PA-28-140/150/160/180/235 and PA-28R-180/200 Cherokee Service Manual (P/N 753-586). References to paragraph or section are to the appropriate paragraph or section in the service manual.

WARNING: INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) FOR ALL NON-PIPER APPROVED STC INSTALLATIONS ARE NOT INCLUDED IN THIS MANUAL. WHEN A NON-PIPER APPROVED STC INSTALLATION IS INCORPORATED ON THE AIRPLANE, THOSE PORTIONS OF THE AIRPLANE AFFECTED BY THE INSTALLATION MUST BE INSPECTED IN ACCORDANCE WITH THE ICA PUBLISHED BY THE OWNER OF THE STC. SINCE NON-PIPER APPROVED STC INSTALLATIONS MAY CHANGE SYSTEMS INTERFACE, OPERATING CHARACTERISTICS AND COMPONENT LOADS OR STRESSES ON ADJACENT STRUCTURES, THE PIPER PROVIDED ICA MAY NOT BE VALID FOR AIRPLANES SO MODIFIED.

2. Inspections or operations are to be performed as indicated by a "O" at the 50 or 100 hour inspection interval. Inspections or operations (i.e. – component overhauls/replacements, etc.) required outside the 100 hour cycle are listed as special inspections in Section III. Inspections must be accomplished by persons authorized by the FAA.
 - (a) The 50 hour inspection accomplishes preventive maintenance, lubrication and servicing as well as inspecting of critical components.
 - (b) The 100 hour inspection is a complete inspection of the airplane, identical to an annual inspection.

NOTE: A log book entry should be made upon completion of any inspections.

3. Piper Service Bulletins are of special importance and Piper considers compliance mandatory. In all cases, see Service Bulletin/Service Letter Index P/N 762-332 or Service Bulletin/Service Letter Aerofiche Set P/N 1762-331 to verify latest revision. See also Table III-III.
4. Piper Service Letters are product improvements and service hints pertaining to servicing the airplane and should be given careful attention.
5. Inspections given for the power plant are based on the engine manufacturer's operator's manuals (See Introduction, Supplementary Publications) for these airplanes. Any changes issued to the engine manufacturer's operator's manuals supersede or supplement the inspections outlined in this report.
6. In PA-150/160/180 S/N's 28-1761 and up; and PA-28-235s: inspect teflon bushings and pins attaching top and bottom engine cowlings at nose for condition and security. Replace as required.
7. In PA-28-140 S/N's 28-20001 thru 28-7225172; PA-28-150/160/180 S/N's 28-03, 28-1 thru 28-7305012; PA-28-235 S/N's 28-10001 thru 28-7310005; for airplanes which have not installed either Piper Kit No. 760-634V, 760-635V, 760-639V, or 760-640V per Piper Service Bulletin No. 360: conduct the Induction Air Inlet Duct and Alternate Heat Duct Inspection (See Section III, Special Inspections, Procedures).
8. Refer to latest revision of Lycoming Service Bulletin No. 480 and Service Instruction 1014.
9. Not used.

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10. Check cylinders for evidence of excessive heat indicated by burned paint on the cylinders. This condition is indicative of internal damage to the cylinder and, if found, its cause must be determined and corrected before the airplane is returned to service. Heavy discoloration and appearance of seepage at the cylinder head and barrel attachment area is usually due to emission of thread lubricant used during assembly of the barrel at the factory, or by slight gas leakage which stops after the cylinder has been in service for a while. This condition is neither harmful nor detrimental to engine performance and operation. If it can be proven that leakage exceeds these conditions, the cylinder must be replaced.

11. Not used.

CAUTION: ENVIRONMENTAL REGULATIONS MAY REQUIRE SPECIAL EQUIPMENT AND PROCEDURES BE USED WHEN CHARGING AIR CONDITIONING SYSTEMS.

12. The compressor oil level should not be checked unless a refrigerant leak has occurred or system pressure has been released, requiring an addition of refrigerant to the system.

13. Clean any traces of oil from the clutch surface.

14. Examine cables for broken strands by wiping them with a cloth for their entire length. Visually inspect the cable thoroughly for damage not detected by the cloth. Replace any damaged or frayed cables.

(a) See Section III, Special Inspections, Procedures, Control Cable Inspection, or the latest edition of FAA AC 43.13-1.

(b) At fifteen (15) years time-in-service, begin Cable Fittings 100 Hour Special Inspection. See Section III, Special Inspections, Procedures, Control Cable Inspection.

15. In PA-28-140 S/N's 28-20002 thru 28-26783 and 28-26945 thru 28-7125595; PA-28-150/160/180 S/N's 28-1 thru 28-7105179: if fuel selector valve is difficult to rotate, inspect and lubricate valve per Fuel Selector Valve 400 Hour Inspection (see Section III, Special Inspections, Procedures).

16. Refer to Section XIV (Paragraphs 14-31 through 14-35) for condenser assembly rigging and adjustment.

17. Maintain cable tensions as specified in Surface Controls, Section V.

18. Sloshing of fuel tanks not approved. For airplanes with fuel tanks which have previously been sloshed, perform Sloshed Fuel Tank 100 Hour Inspection in Section IX.

19. Refer to the Airplane Flight Manual (AFM) / Pilot's Operating Manual (POM) / Pilot's Operating Handbook (POH) for preflight and flight check list.

20. Refer to Airplane Flight Manual (AFM) / Pilot's Operating Handbook (POH) Supplement for preflight and flight check and for intended function in all modes.

21. If not accomplished already, create access panels for inspection (refer to Section IV, Paragraph 4-79). Inspect stabilator control cables.

22. In PA-28-140 S/N's 28-20001 thru 28-7725290, PA-28-150/160/180 S/N's 28-1 thru 28-4377, PA-28-235 S/N's 28-10001 thru 28-11039, for airplanes with the original equipment "butterfly" control wheels still installed, perform the 100 Hour Control Wheel Inspection (see Section III, Special Inspections, Procedures).

23. If the landing light is located in the air filter and the improved Landing Light Support P/N 85174-002 has not been installed, perform Landing Light Seal Inspection, (see Section III, Special Inspections, Procedures).

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24. In PA-28-140 S/N's 28-20000 thru 28-26233, PA-28-150/160/180 S/N's 28-1 thru 28-5611, PA-28-235 S/N's 28-10001 thru 28-11300, perform Aileron Hinge Doubler 100 Hour Inspection (see Section III, Special Inspections, Procedures).
25. In PA-28-235 S/N's 28-10001 thru 28-74100093, for airplanes which have not installed Piper Kit No. 757-148 (with the 1-H65-2 valve) or 760-895: each 50 hours, perform the Fuel Selector Valve 50 Hour Leak Check (see Section III, Special Inspections, Procedures).
26. For airplanes which are not equipped with forged main landing gear strut cylinders P/N 65489-002 on both left and right sides, perform Cast Main Landing Gear Strut Cylinder 100 Hour Inspection (see Section III, Special Inspections, Procedures).
27. During inspection of throttle, determine if there is internal cable ballooning. If so, replace the affected cables.
28. In PA-28-140 S/N's 28-20001 thru 28-7325073, PA-28-150/160/180 S/N's 28-03, 28-1 thru 28-7305081, PA-28-235 S/N's 28-10001 thru 28-7310048; for airplanes which have not modified the original equipment rudder bar assembly per Figure 3-25, perform Rudder Bar Assembly 100 Hour Inspection (see Section III, Special Inspections, Procedures).
29. In PA-28-180 S/N's 28-5153 thru 28-7405188 and PA-28-235 S/N's 28-7310001 thru 28-7410081; for those airplanes which have not installed Piper Kit No. 760-890 (PA-28-180) or 760-891 (PA-28-235): inspect throttle and mixture cable forward end balljoints for excessive wear (see Figure 8-10a).
30. Verify torque at forward and aft spar attach per Section IV, Figure 4-2. Retorque wing aft spar attach bolts per Wing Aft Spar-to-Fuselage Attachment Hardware 100 Hour Inspection (see Section III, Special Inspections, Procedures).
31. Verify initial compliance with Piper Service Bulletin No. 886.
32. In PA-28-180 S/N's 28-7105001 thru 28-7505046 and PA-28-235 S/N's 28-7110001 thru 28-7510016: inspect the quick-disconnect mechanism for each rear seat per Rear Seat Quick-Disconnect Mechanism Inspection (see Section III, Special Inspections, Procedures).
33. In PA-28-140 S/N's 28-20001 thru 28-7725290, PA-28-150/160 S/N's 28-1 thru 28-4377, PA-28-180 S/N's 28-671 thru 28-7505259 and PA-28-235 S/N's 28-10001 thru 28-7710089; for those airplanes which have not installed Piper Kit No. 760-910 or a new greaser bolt P/N 79543-002 and have accumulated 500 hours time-in-service: perform Main Landing Gear Torque Link Greaser Bolt Inspection (see Section III, Special Inspections, Procedures).
34. Inspect magnetos:
 - (a) For airplanes equipped with Slick Magnetos: inspect magneto(s) per the appropriate 100 Hour Inspection in the Slick F1100 Master Service Manual, available from Unison Industries, PH: (904) 739-4000, or <http://www.unisonindustries.com/>.
 - (b) For airplanes equipped with TCM/Bendix Magnetos: inspect magneto(s) per the procedures in the Periodic Maintenance section of the applicable Service Support Manual, available from Teledyne Continental Motors, Inc., PH: (800) 718-3411, or <http://www.tcmlink.com/>.

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SPECIAL INSPECTIONS WORK SHEET

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WARNING: FAILURE TO CONSULT APPLICABLE VENDOR PUBLICATION(S), WHEN SERVICING OR INSPECTING VENDOR EQUIPMENT INSTALLED IN PIPER AIRCRAFT, MAY RENDER THE AIRCRAFT UNAIRWORTHY. (SEE SERVICE MANUAL - INTRODUCTION - SUPPLEMENTARY PUBLICATIONS.)

The following inspections are required in addition to those listed in the Progressive Inspection Program, above. These inspections are required at intervals of:

- ➔ Flight hours;
- ➔ Calendar year, or
- ➔ The specific operation being conducted or the environment being operated in.

Unless otherwise indicated, these inspections are to be repeated at each occurrence of the specified interval. Note that the items listed herein are guidelines based on past operating experience. Each operator should closely monitor his own unique operating conditions/environment and react accordingly to keep his aircraft airworthy.

1. Per Flight Hour

Before Each Flight

- ☐ In PA-28-180 S/N's 28-4378 thru 28-7105122; PA-28-235 S/N's 28-11040 thru 28-7110011; for airplanes equipped with Manual Electric Pitch Trim which have not installed Piper Kit No. 760-517V or 761-039, before each flight conduct Electric Trim Switch Inspection (see Section III, Special Inspections, Procedures).

Each 200 Hours

- ☐ For airplanes with flaps which have accumulated ten (10) years time-in-service, conduct the following special inspection each 200 hours: Inspect the interior of the wing flap for evidence of dissimilar metal corrosion where aluminum sheet metal is in contact with steel flap brackets. Use a borescope or other suitable tool. Installation of a new wing flap will relieve this inspection requirement until such time as the replacement wing flap reaches ten (10) years time-in-service.
- ☐ In PA-28-140 S/N's 28-20000 thru 28-7125334; PA-28-150/160/180 S/N's 28-1 thru 28-7105126; PA-28-235 S/N's 28-10001 thru 28-7110011; for airplanes with at least 500 hours time-in-service and which have not installed Stabilator Balance Weight Tube P/N 69623-002 or 69623-004 per Piper Service Letter No. 576, upon reaching 500 hours, and each 200 hours time-in-service thereafter, conduct Stabilator Balance Weight Tube Assembly 200 Hour Inspection (see Section III, Special Inspections, Procedures).

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Each 400 Hours

- ☐ At every 400 hours of engine operation, remove the rocker box covers and check for freedom of valve rockers when valves are closed. Look for evidence of abnormal wear or broken parts in the area of the valve tips, valve keepers, springs, and spring seats. If any indications are found, the cylinder and all of its components must be removed (including the piston and connecting rod assembly) and inspected for further damage. Replace any parts that do not conform with limits shown in the latest revision for Lycoming Service Table of Limits SSP-1776.
- ☐ In PA-28-140 S/N's 28-20002 thru 28-26783 and 28-26945 thru 28-7125595; PA-28-150/160/180 S/N's 28-1 thru 28-7105179; for airplanes with the original equipment fuel selector valve (P/N 11383-004) still installed: each 400 hours time-in-service, or annually, whichever comes first, conduct Fuel Selector Valve 400 Hour Inspection (see Section III, Special Inspections, Procedures).

Each 500 Hours

- ☐ If equipped with Aero Accessories service replacement dry air pumps, beginning at 500 hours time-in-service, and each 100 hours thereafter, inspect vacuum pump vane wear per Vacuum Pump(s), Inspection.
- ☐ Remove and flush oil radiator.
- ☐ For airplanes equipped with Slick Magnetos: inspect and clean magneto(s) per 500 Hour Inspection in the Slick F1100 Master Service Manual, available from Unison Industries, PH: (904) 739-4000, or <http://www.unisonindustries.com/>.
- ☐ For airplanes equipped with TCM/Bendix Magnetos: inspect and clean magneto(s) per the procedures in the Periodic Maintenance section of the applicable Service Support Manual, available from Teledyne Continental Motors, Inc., PH: (800) 718-3411, or <http://www.tcmlink.com/>.
- ☐ In PA-150/160/180 S/N's 28-1761 and up; and PA-28-235s: replace teflon bushings in nose of lower engine cowling.
- ☐ Clean and lubricate stabilator trim drum screw.
- ☐ For PA-28-235s with optional constant speed propeller, remove the constant speed propeller, remove sludge from propeller and crankshaft.
- ☐ In PA-28-140 S/N's 28-20001 thru 28-7225496, PA-28-150/160/180 S/N's 28-03, 28-1 thru 28-7205293; and PA-28-235 S/N's 28-10001 thru 28-7310001; for airplanes with main landing gear torque links (P/N 65691-000) installed which have accumulated 800 hours or more time-in-service: perform Main Landing Gear Torque Link Inspection (see Section III, Special Inspections, Procedures).
- ☐ In PA-28-140 S/N's 28-20001 thru 28-7725290, PA-28-150/160 S/N's 28-1 thru 28-4377, PA-28-180 S/N's 28-671 thru 28-7505259 and PA-28-235 S/N's 28-10001 thru 28-7710089; for those airplanes which have installed either Piper Kit No. 760-910V or main landing gear torque link greaser bolt P/N 79543-002, each 500 hours time-in-service, perform Main Landing Gear Torque Link Greaser Bolt Inspection (see Section III, Special Inspections, Procedures).
- ☐ In PA-28-150/160/180 S/N's 28-1 thru 28-90, 28-92 thru 28-365, 28-367 thru 28-764, 28-766 thru 28-886, 28-888 thru 28-1109, 28-1111 thru 28-1146, 28-1148 thru 28-1154, 28-1156 thru 28-1206, 28-1209 thru 28-1218, 28-1220 thru 28-1223, 28-1225 thru 28-1227, 28-1229, 28-1232, 28-1233, 28-1235 thru 28-1237, 28-1239 thru 28-1245, 28-1248 thru 28-1251, 28-1253, 28-1255 thru 28-1261, 28-1263 thru 28-1268, 28-1270, 28-1273, 28-1274, 28-1276 thru 28-1280, 28-1286, 28-1287, 28-1293, 28-1285, 28-1301 and 28-1303; for airplanes which have not installed upper nose gear oleo bearing (P/N 452-419): perform Upper Nose Gear Oleo Bearing Inspection (see Section III, Special Inspections, Procedures).

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Each 800 Hours

- ☐ In PA-28-235s only, for airplanes in "Usage Class B" (i.e. - severe usage), beginning at 1,800 hours total time-in-service, and each 800 hours thereafter, conduct Wing Spar Inspection (see Section III, Special Inspections, Procedures).
- ☐ In PA-28-235s only, for airplanes in "Usage Class C" (i.e. - extreme usage), conduct Wing Spar Inspection (see Section III, Special Inspections, Procedures), each 800 hours time-in-service.

NOTE: Instructions for determining "Usage Class" are included in the Wing Spar Inspection (see Section III, Special Inspections, Procedures).

Each 1000 Hours

- ☐ Replace engine compartment flexible hoses (fuel, oil, etc.) as required; but not to exceed 1000 hours time-in-service, eight (8) years, or engine overhaul, whichever comes first.
- ☐ Overhaul or replace magnetos, as required, and at engine overhaul. In no case may Slick magneto's time-in-service exceed engine TBO.
- ☐ Muffler replacement is recommended at or near 1000 hours time-in-service.
- ☐ Clean and lubricate all exterior needle bearings.
- ☐ In PA-28-150/160/180 S/N's 28-1 thru 28-90, 28-92 thru 28-365, 28-367 thru 28-764, 28-766 thru 28-886, 28-888 thru 28-1109, 28-1111 thru 28-1146, 28-1148 thru 28-1154, 28-1156 thru 28-1206, 28-1209 thru 28-1218, 28-1220 thru 28-1223, 28-1225 thru 28-1227, 28-1229, 28-1232, 28-1233, 28-1235 thru 28-1237, 28-1239 thru 28-1245, 28-1248 thru 28-1251, 28-1253, 28-1255 thru 28-1261, 28-1263 thru 28-1268, 28-1270, 28-1273, 28-1274, 28-1276 thru 28-1280, 28-1286, 28-1287, 28-1293, 28-1285, 28-1301 and 28-1303; for airplanes with sealed upper nose gear oleo bearing (P/N 452-419) installed; and later PA-28-150/160/180/235 airplanes: check upper nose gear oleo bearing for condition.

Each 1200 Hours

- ☐ Overhaul engine at 1200 or 2000 hours time-in-service (see Lycoming Service Instruction No. 1009, latest revision).

Each 1600 Hours

- ☐ In PA-28-140/150/160/180s, for airplanes in Usage Class "B" (see 57-10-00), which have accumulated 3700 hours total time-in-service or 3700 hours factored time-in-service; conduct Wing Spar Inspection (see Section III, Special Inspections, Procedures).
- ☐ In PA-28-140/150/160/180s, for airplanes in Usage Class "C" (see 57-10-00); conduct Wing Spar Inspection (see Section III, Special Inspections, Procedures).

NOTE: Instructions for determining "Usage Class" are included in the Wing Spar Inspection (see Section III, Special Inspections, Procedures).

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(Sheet 4 of 8)

Each 2000 Hours

- ☐ Each 2000 hours or seven (7) years, whichever occurs first, remove interior panels and headliner and conduct detailed inspection of aircraft structure (skin, bulkheads, stringers, etc.) for condition and security. Inspection of structure concealed by headliner may be accomplished by alternate means (i.e. - through the use of a borescope) without removing the headliner, providing access is obtained to all concealed areas and borescope provides sufficient detail to adequately accomplish the inspection.
- ☐ Overhaul engine at 1200 or 2000 hours time-in-service (see Lycoming Service Instruction No. 1009, latest revision).
- ☐ At engine overhaul or each 2000 hours, whichever comes first, overhaul or replace alternator.
- ☐ Recommended Time-Between-Overhaul (TBO) / Reconditioning of Sensenich fixed-pitch metal propellers is 2000 hours, if propeller does not receive damage requiring immediate attention. Airplanes in flight school operations or operating from unpaved or poorly maintained runways may expose the propeller to increased foreign object damage which will require a shorter interval between overhauls. Reconditioning is removal of fatigued surface metal and accumulated small nicks too numerous to repair individually. Contact a Sensenich factory approved repair station. (Refer to latest revision of Sensenich Service Bulletin No. R17.)
- ☐ Overhaul McCauley Fixed Pitch propellers each 2000 hours or 72 calendar months which ever occurs first. (Refer to the latest revision of McCauley Service Bulletin 137.)
- ☐ Overhaul or replace Hartzell propellers each five (5) or six (6) years or each 2000 or 2400 hours. (Refer to latest revision of Hartzell Service Letter No. 61 to determine specific requirements for individual engines.)

Each 2400 Hours

- ☐ Overhaul or replace Hartzell propeller governors each 2400 hours or at engine overhaul. (Verify TBO in latest revision of Hartzell Service Letter No. 61.)
- ☐ Overhaul or replace Hartzell propellers each five (5) or six (6) years or each 2000 or 2400 hours. (Refer to latest revision of Hartzell Service Letter No. 61 to determine specific requirements for individual airplanes.)

Each 3000 Hours

- ☐ In PA-28-235s only, for airplanes in "Usage Class A" (i.e. - normal usage), beginning at 30,600 hours total time-in-service, and each 3000 hours thereafter, conduct Wing Spar Inspection (see Section III, Special Inspections, Procedures).

NOTE: Instructions for determining "Usage Class" are included in the Wing Spar Inspection (see Section III, Special Inspections, Procedures).

Each 6000 Hours

- ☐ In PA-28-140/150/160/180s, for airplanes in Usage Class "A" (see 57-10-00), which have accumulated 62,900 hours total time-in-service; conduct Wing Spar Inspection (see Section III, Special Inspections, Procedures).

NOTE: Instructions for determining "Usage Class" are included in the Wing Spar Inspection (see Section III, Special Inspections, Procedures).

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SPECIAL INSPECTIONS WORK SHEET

(Sheet 5 of 8)

2. Per Calendar Year

Each Thirty (30) Days

- ☐ Inspect battery, box or shelf, and cables. Flush box as required and fill battery per instructions on box and in Electrical System, Section XI.
- ☐ If installed, check portable fire extinguisher for condition and charge. Verify nozzle is unobstructed and safety seal is intact. Determine charge by "hefting" extinguisher.

Each Ninety (90) Days

- ☐ Remove, drain and clean fuel strainer bowl, located at the bottom of selector valve on PA-28-235 models only. On PA-28-140/150/160/180 models only, remove and clean fuel filter bowl and screen, at lower left side of firewall. Refer to Fuel System, Section IX.

Each Four (4) Months

- ☐ Change the engine oil and full-flow cartridge-type oil filter each four (4) months or every 50 hours time-in-service, whichever comes first.

Each Six (6) Months

- ☐ If annual usage is significantly less than 100 Hours, lubricate Hartzell constant speed propeller each six (6) months. See Hartzell Standard Practices Manual No. 202A.

Each Twelve (12) Months

- ☐ Lubricate Hartzell constant speed propeller every 100 Hours or annually, whichever comes first. If annual usage is significantly less than 100 Hours, lubricate propeller each six (6) months. See Hartzell Standard Practices Manual No. 202A.
- ☐ In PA-28-140/150/160/180s, where the landing light is located in the air filter; for those airplanes which have not installed the improved Landing Light Support P/N 85174-002, each 100 hours or annually, whichever comes first, conduct Landing Light Seal Inspection (see Section III, Special Inspections, Procedures).
- ☐ In PA-28-140 S/N's 28-20002 thru 28-26783 and 28-26945 thru 28-7125595; PA-28-150/160/180 S/N's 28-1 thru 28-7105179; for airplanes using original equipment fuel selector valves P/N 11383-004: each 400 hours time-in-service, or annually, whichever comes first, conduct Fuel Selector Valve 400 Hour Inspection (see Section III, Special Inspections, Procedures).

Each Two (2) Years

- ☐ Test and inspect the static pressure system and altimeters. Ensure compliance with the requirements of FAR 43, Appendix E. (See FAR 91.411.)
- ☐ Test and inspect the transponder. Ensure compliance with the requirements of FAR 43, Appendix F. (See FAR 91.413.)

Each Four (4) Years

- ☐ For airplanes equipped with TCM/Bendix Magnetos: overhaul or replace TCM/Bendix magnetos at engine overhaul, or each four (4) years time-in-service, whichever comes first.

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(Sheet 6 of 8)

Each Five (5) Years

- ☐ Overhaul or replace Hartzell propellers each five (5) or six (6) years or each 2000 or 2400 hours. (Refer to latest revision of Hartzell Service Letter No. 61 to determine specific requirements for individual airplanes.)

Each Six (6) Years

- ☐ Overhaul McCauley Fixed Pitch propellers each 2000 hours or 72 calendar months which ever occurs first. (Refer to the latest revision of McCauley Service Bulletin 137.)
- ☐ Overhaul or replace Hartzell propellers each five (5) or six (6) years or each 2000 or 2400 hours. (Refer to latest revision of Hartzell Service Letter No. 61 to determine specific requirements for individual airplanes.)
- ☐ For airplanes equipped with Aero Accessories, Inc. vacuum pump(s), replace the shear coupling each six (6) years time-in-service.

Each Seven (7) Years

- ☐ Each 2000 hours or seven (7) years, whichever occurs first, remove interior panels and headliner and conduct detailed inspection of aircraft structure (skin, bulkheads, stringers, etc.) for condition and security. Inspection of structure concealed by headliner may be accomplished by alternate means (i.e. - through the use of a borescope) without removing the headliner, providing access is obtained to all concealed areas and borescope provides sufficient detail to adequately accomplish the inspection.
- ☐ Each seven (7) years time-in-service, drain and remove the inboard metal fuel tank from each wing and inspect for corrosion as specified in Fuel Tank/Wing Spar Corrosion Inspection, (see Section III, Special Inspections, Procedures).
- ☐ Replace fuel tank flexible hose interconnect couplings and fuel tank vent line flexible hose and hose couplings as required; not to exceed seven (7) years or fuel tank removal, whichever comes first.

Each Eight (8) Years

- ☐ Replace engine compartment flexible hoses (fuel, oil, etc.) as required; but not to exceed 1000 hours time-in-service, eight (8) years, or engine overhaul, whichever comes first.

Each Ten (10) Years

- ☐ Each ten (10) years time-in-service, test fuselage and wing fluid hoses to system pressure. Visually inspect for leaks. Hoses that pass inspection may remain in service, but must be rechecked each five (5) years additional time-in-service. No fluid hose may exceed twenty (20) years total time-in-service.

Each Twelve (12) Years

- ☐ Hydrostatically test the portable fire extinguisher each twelve (12) years.

Each Twenty (20) Years

- ☐ No fluid hose may exceed 20 years total time-in-service.

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SPECIAL INSPECTIONS WORK SHEET

(Sheet 7 of 8)

3. Per Specific Operation / Operating Environment

A. Operation in High Dust or Industrial Pollution Environment

CAUTION: DISCONNECT LINES FROM PITOT/STATIC SYSTEM BEFORE CONDUCTING THIS INSPECTION.

Item	Inspection	Inspection Interval
☐ Engine Air Filter.	Clean and inspect.	Daily.
☐ Cabin Environmental and Instrument Air Filters.	Inspect and replace if necessary.	100 Hours.
☐ Pitot/Static system.	Check for obstruction. Reverse flow to lines.	100 Hours or as required.
☐ Landing Gear Oleos	Clean.	Before each flight.
	Inspect.	100 Hours.
☐ Landing Gear Wheel Bearings.	Clean, inspect and repack.	50 Hours.
☐ Windows.	Inspect for cracks, erosion, crazing, visibility, and cleanliness.	Daily.
☐ Structure drain holes.	Clean with pipe cleaner.	Before each flight.

B. Operation in High Salt or High Humidity Environment

Item	Inspection	Inspection Interval
☐ Fuselage, Empennage, Wings, and Control Surfaces.	Remove floor panels and exterior access plates; inspect for corrosion using a borescope or other suitable tool.	200 Hours.
☐ Landing Gear.	Inspect for corrosion and lubrication.	200 Hours.
WARNING: ENSURE BOTH MAGNETO SWITCHES ARE OFF (GROUNDED), BEFORE TURNING PROPELLER. ENGINE MAY START IF BOTH SWITCHES ARE NOT OFF. USE EXTREME CAUTION WHEN ROTATING PROPELLER BY HAND; PROPELLER MAY KICK BACK.		
☐ Engines with more than 50 hours total time.	Each five days, pull prop through five complete revolutions. Each 30 days, fly aircraft for 30 minutes or, ground run until oil temperature is in the green arc. Avoid excessive ground run.	Each 5 days and each 30 days.
☐ Engines with less than 50 hours total time.	Each day, pull prop through five complete revolutions. Each 30 days, fly aircraft for 30 minutes or, ground run until oil temperature is in the green arc. Avoid excessive ground run.	Daily and each 30 days.

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B. Operation in High Salt or High Humidity Environment (continued)

Item	Inspection	Inspection Interval
☐ Instruments and Wiring.	Inspect for proper seal of cases and corrosion.	100 Hours.
☐ Interior.	Inspect upholstery, seat belts, seats and rugs for corrosion and integrity.	100 Hours.

NOTE: Do not use metallic tie downs (i.e. - chains, cables, etc.) in high salt or high humidity environments.

C. Operation in Extreme Cold

Item	Inspection	Inspection Interval
☐ Hydraulic, Pneumatic and Environmental.	Check all fittings and attachments for security and leaks.	First 100 Hour, then as required.

D. Operation from Soft or Unusual Terrain

Item	Inspection	Inspection Interval
☐ Landing Gear.	Inspect for cracks, attachment, damage, cleanliness and lubrication.	100 Hours.
☐ Wheels.	Inspect for cracks, damage, chipped rims; bearings for damage, corrosion and lubrication.	100 Hours.
☐ Tires.	Inspect for cuts, wear, inflation and deterioration.	Daily.
☐ Wheel Wells.	Inspect for foreign material, damage and corrosion.	100 Hours.
☐ Brakes.	Inspect for damage, foreign material, cracks and overheating.	Daily.
☐ Flaps, Lower Fuselage and Wing.	Inspect for damage, cracks and corrosion.	100 Hours.

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AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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PROGRAM RESPONSIBILITY

The person responsible for scheduling the inspections required under this program must enter his or her name below and forward the original copy of this form to their local FAA-FSDO. A duplicate copy should be maintained in this manual.

Name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Telephone Number: _____

Any change in personnel responsible for scheduling the inspection program, will be added with the appropriate information on a separate sheet of paper and the original copy sent to the local FAA-FSDO, while a duplicate copy is attached behind this page. The previous information sheet will be left in the booklet and the word "CHANGED" will be written across the deleted information.

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AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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Revisions to this Inspection Program are the direct responsibility of the manufacturer. However, owners/operators with an FAA-approved Part 91 Progressive Inspection Program or a Part 135 Approved Aircraft Inspection Program may not enact any such revisions until approval is obtained from the responsible FAA-FSDO. A permanent record of revisions and FAA approvals will be maintained by the owner/operator.

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AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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EVENT INSPECTION RECORD

1. Proper inspection procedures are the responsibility of the individuals performing the inspection and must be made in accordance with all applicable current Federal Aviation Regulations and Piper Service Manuals and Publications.
2. Work order column is applicable only to FAA approved repair stations.
3. Always check for and use only current information.
4. The signatures below signify that this aircraft has been thoroughly inspected and found airworthy in accordance with applicable and current FAR's, Piper Service Manual and Service Publications (including Service Bulletins and Mandatory Service Letters). Further, the signatures verify that all appropriate entries have been made in Aircraft and Engine Logbooks and Progressive Inspection Program Records (i.e., Event Inspection Record, Progressive Inspection Cycle Record, Discrepancy Record, Service Publication Compliance Record, FAA AD Compliance Record, and Equipment Change and Overhaul Record).

Event No.	A/C Hours	Date	W.O. No.	Signature - Certificate No.
1 50 HR				
2 100 HR				
3 150 HR				
4 200 HR				
1 50 HR				
2 100 HR				
3 150 HR				
4 200 HR				
1 50 HR				
2 100 HR				
3 150 HR				
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2 100 HR				
3 150 HR				
4 200 HR				
1 50 HR				
2 100 HR				
3 150 HR				
4 200 HR				

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AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER
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1. Current and correct Pilot's Operating Handbook or Airplane Flight Manual is in the aircraft.
2. Aircraft and Engine Logbooks are in the aircraft and appropriate entries made in these logbooks.
3. Registration certificate is in the aircraft and properly displayed.
4. Airworthiness certificate in aircraft and properly displayed.
5. Radio Station FCC License is in the aircraft and properly displayed.
6. Aircraft Equipment List, Weight and Balance and FAA Form 337 (if applicable) are in the aircraft and in proper order.
7. All Service Bulletins and mandatory Service Letters have been complied with.
8. Applicable FAA Airworthiness Directives are complied with.
9. Piper Progressive Inspection Records in order and properly signed off.
10. Outstanding conditions have been corrected as listed on condition record.

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**AIRPLANE
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NUMBER**

**ENGINE
SERIAL NUMBER**

**PROPELLER
SERIAL NUMBER**

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**PROPELLER
SERIAL NUMBER**

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**PROPELLER
SERIAL NUMBER**

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ACCESS AND INSPECTION PROVISIONS

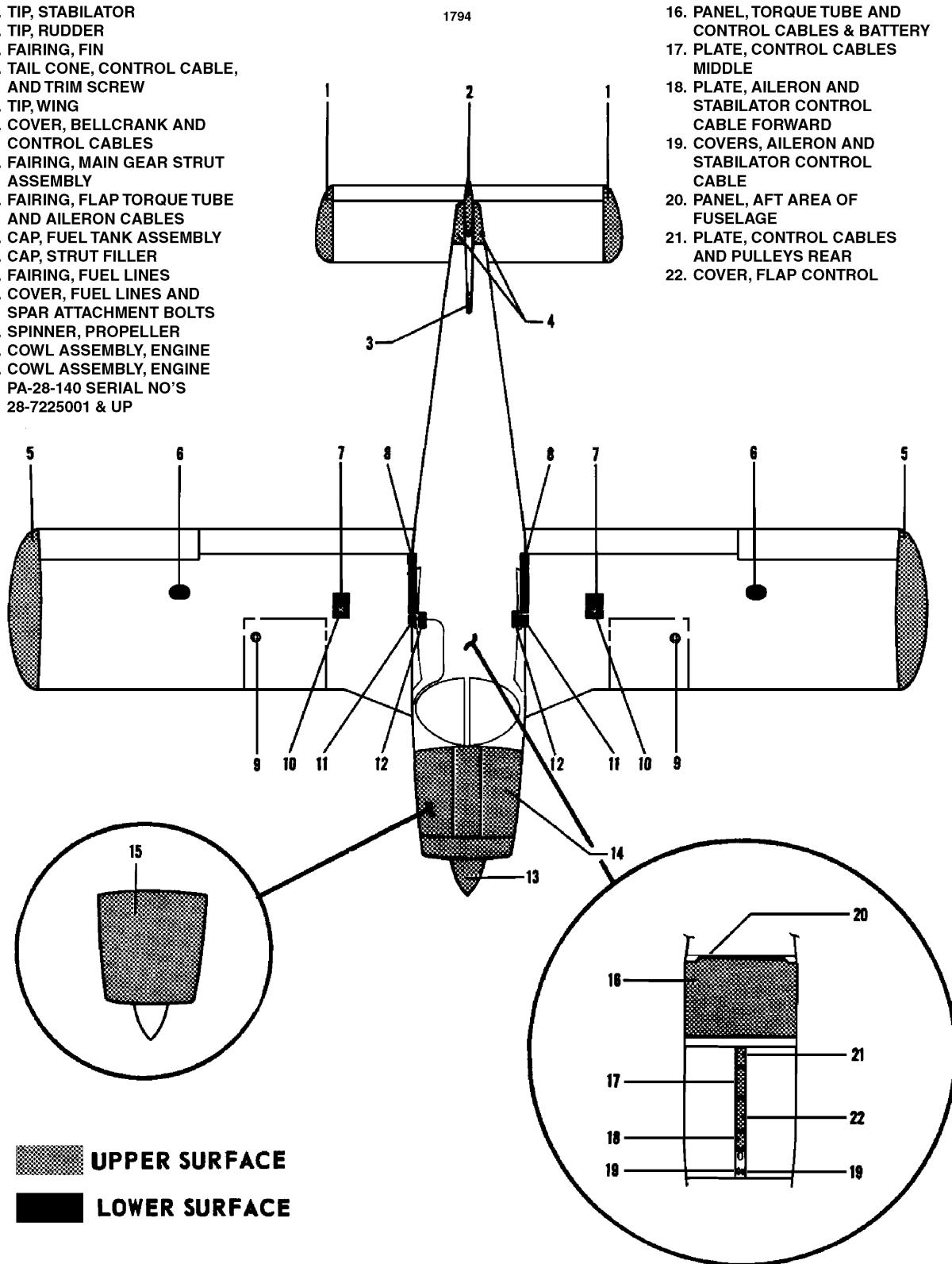
CAUTION: BEFORE ENTERING THE AFT SECTION OF THE FUSELAGE, BE SURE THE AIRPLANE IS SUPPORTED AT THE TAIL SKID.

The access and inspection provisions for the airplane are shown in Figure 1. The component to be serviced or inspected through each opening is identified in the illustration. All access plates and panels are secured by either metal fasteners or screws. To enter the aft section of the fuselage, open the baggage compartment door and remove the rear trim panel.

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1. TIP, STABILATOR
2. TIP, RUDDER
3. FAIRING, FIN
4. TAIL CONE, CONTROL CABLE, AND TRIM SCREW
5. TIP, WING
6. COVER, BELLCRANK AND CONTROL CABLES
7. FAIRING, MAIN GEAR STRUT ASSEMBLY
8. FAIRING, FLAP TORQUE TUBE AND AILERON CABLES
9. CAP, FUEL TANK ASSEMBLY
10. CAP, STRUT FILLER
11. FAIRING, FUEL LINES
12. COVER, FUEL LINES AND SPAR ATTACHMENT BOLTS
13. SPINNER, PROPELLER
14. COWL ASSEMBLY, ENGINE
15. COWL ASSEMBLY, ENGINE PA-28-140 SERIAL NO'S 28-7225001 & UP

16. PANEL, TORQUE TUBE AND CONTROL CABLES & BATTERY
17. PLATE, CONTROL CABLES MIDDLE
18. PLATE, AILERON AND STABILATOR CONTROL CABLE FORWARD
19. COVERS, AILERON AND STABILATOR CONTROL CABLE
20. PANEL, AFT AREA OF FUSELAGE
21. PLATE, CONTROL CABLES AND PULLEYS REAR
22. COVER, FLAP CONTROL



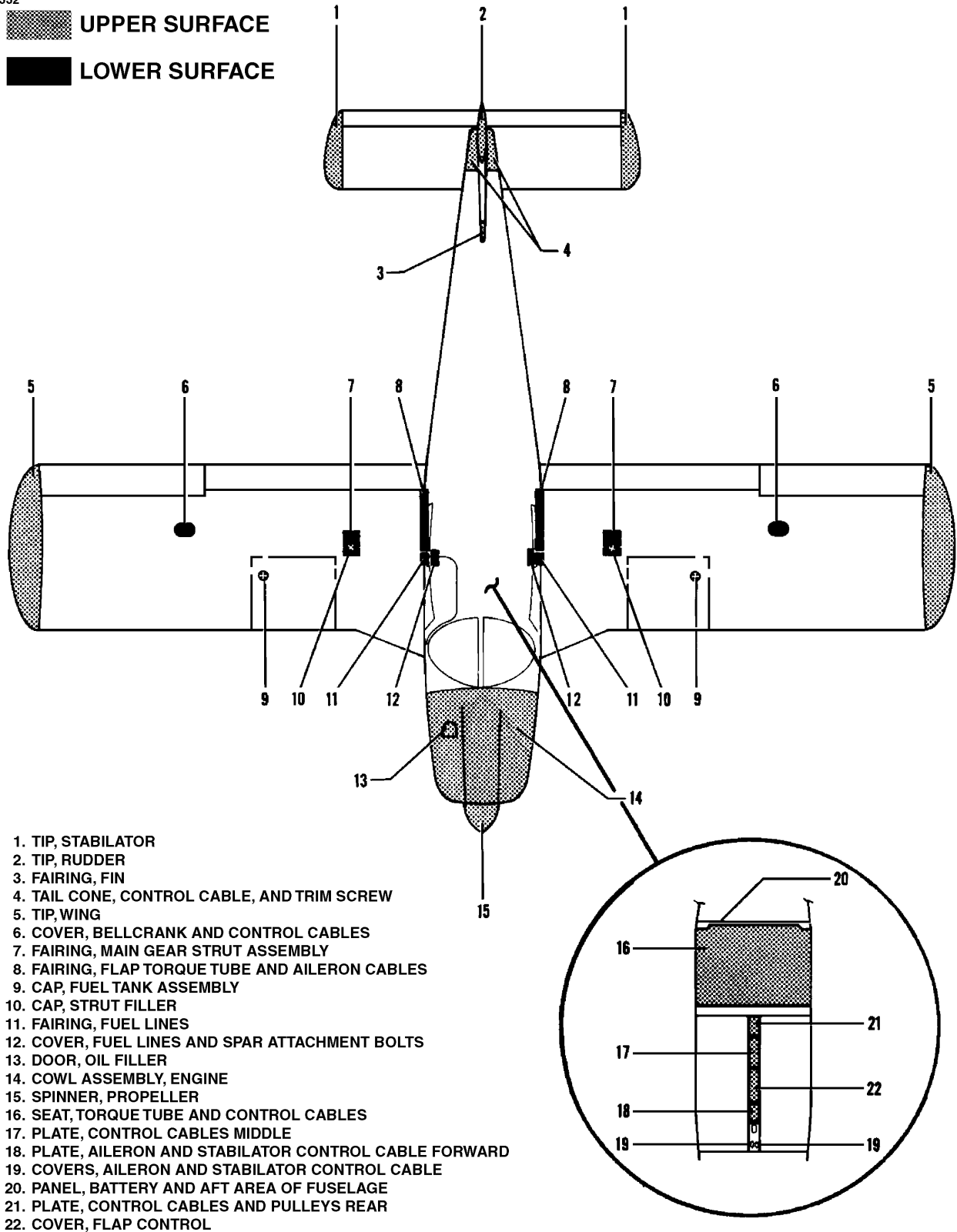
Effectivity
PA-28-140

Access Plates and Panels
Figure 1 (Sheet 1 of 3)

**PIPER AIRCRAFT CORPORATION
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C332

 **UPPER SURFACE**
 **LOWER SURFACE**



1. TIP, STABILATOR
2. TIP, RUDDER
3. FAIRING, FIN
4. TAIL CONE, CONTROL CABLE, AND TRIM SCREW
5. TIP, WING
6. COVER, BELLCRANK AND CONTROL CABLES
7. FAIRING, MAIN GEAR STRUT ASSEMBLY
8. FAIRING, FLAP TORQUE TUBE AND AILERON CABLES
9. CAP, FUEL TANK ASSEMBLY
10. CAP, STRUT FILLER
11. FAIRING, FUEL LINES
12. COVER, FUEL LINES AND SPAR ATTACHMENT BOLTS
13. DOOR, OIL FILLER
14. COWL ASSEMBLY, ENGINE
15. SPINNER, PROPELLER
16. SEAT, TORQUE TUBE AND CONTROL CABLES
17. PLATE, CONTROL CABLES MIDDLE
18. PLATE, AILERON AND STABILATOR CONTROL CABLE FORWARD
19. COVERS, AILERON AND STABILATOR CONTROL CABLE
20. PANEL, BATTERY AND AFT AREA OF FUSELAGE
21. PLATE, CONTROL CABLES AND PULLEYS REAR
22. COVER, FLAP CONTROL

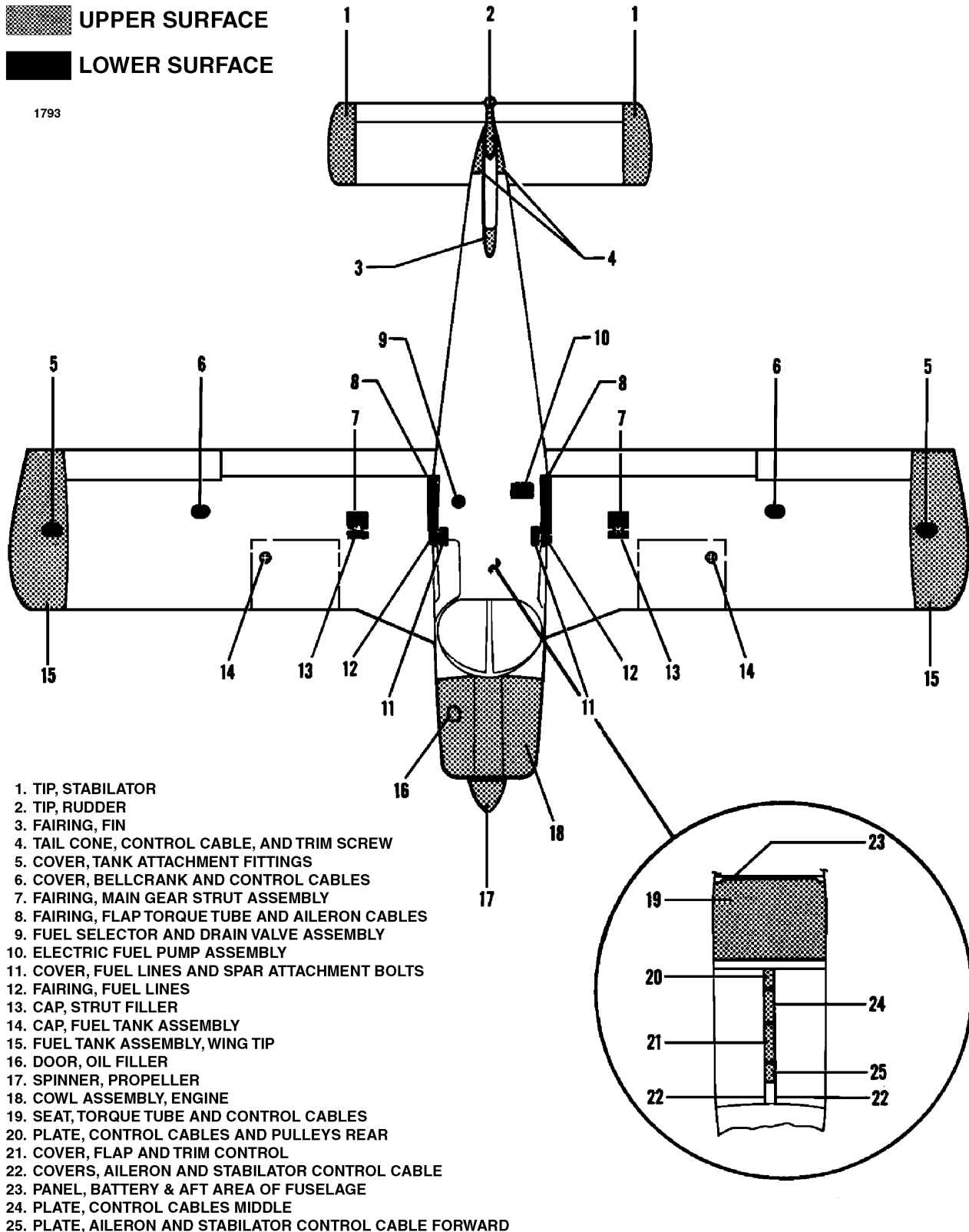
Access Plates and Panels
Figure 1 (Sheet 2 of 3)

Effectivity
PA-28-150/160/180

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 **UPPER SURFACE**
 **LOWER SURFACE**

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Effectivity
PA-28-235

Access Plates and Panels
Figure 1 (Sheet 3 of 3)

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