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## Aircraft pre purchase inspection checklist pdf

**Aircraft pre purchase inspection report. Aircraft pre purchase inspection checklist. What is pre flight inspection. Aircraft pre buy inspection checklist. What is an annual inspection of aircraft.**

A thorough pre-purchase inspection is essential to ensure the aircraft's condition and identify potential maintenance issues before closing the deal. The buyer should not assume an annual inspection, but rather negotiate a specific scope of work with the seller or mechanic. A comprehensive inspection can reveal hidden damage, faulty equipment, or non-compliance with airworthiness directives, which may impact the sale price and lead to costly repairs down the road. The complexity of the aircraft and buyer preferences will determine the extent of the inspection. For example, a late-model turbocharged Cessna 210 requires a more thorough check-out than a simpler Ercoupe. The buyer should specify the inspector or shop conducting the work and research their credibility. A pre-purchase inspection can range from simple to complex and expensive, but it's worth the investment considering the potential risks involved. Discussing intentions and expectations with the mechanic is crucial before the inspection takes place. An unsatisfactory condition may not necessarily warrant rejection of the aircraft, but it should prompt further investigation and negotiation. Inspectors should be qualified and authorized to perform critical tasks such as engine examinations and logbook reviews. The buyer can perform some checks themselves, but a properly qualified mechanic or inspector is necessary for comprehensive evaluations. Plane Sales 4439 Airport Way, Prineville OR 97754 (707) 263-0452 Mooney Pre-Sale Condition Evaluation Mooney Registration # \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_ Date of Inspection \_\_\_\_\_ X = OK , O = Needs Attention Exterior: look for dents. New, misaligned or non-OEM rivets, high rivets, loose rivets. New skins, or "non-OEM" quality repairs from residual damage or evidence of damage history. Glass clarity: smokey, crazed, or cracked & "stop drilled". Exterior corrosion (primarily @ lap joints), or flap hinges. Tanks, Leaking or Seeping @ rivets or screws. Gas smell in cockpit? Or staining along Main spar or wing interior? Tank leaks in gear well top at inspection panels and inside look @ sealant. Fuel caps lock cam wear and O-rings not cracked. Fuel drains proper or leaking. Removable type? Cabin door handle security & engagement Check seats for condition of foam and backs for structural failure. Cams for distortion or wear and ease of operation. Seat tracks for condition and dirt or corrosion & stops. Gear Handle (Johnson Bar) for boots & down latch for wear. Labels and required Placards and Switches and CBs identified. Magnetic Compass for fluid and correction card. Soundproofing or SB M20-208B compliance. Condition of Plastic and interior upholstery (Fire certification for new upholstery). PMA Tags on Seat Belts. Shoulder Harness properly configured. Check ground control and runup-mags, idle & prop. Fuel selector and fuel drain for markings and ease of operation. Check RPM and Tach for accuracy & range markings. Check rigging (A/P on and off) Check all controls and gauges. Check Avionics and VOR accuracy. Check flaps up speed (12 sec.). Engine smoothness or vibration. Gear warning horn operation. Gear shock absorbers at limits, cracked or "old style" obsolete Date? Nose Truss, Dents from over-steering or excessive play (unloaded) Steering Horn Play ? Check Exterior lights and interior lighting: Panel, enunciators, avionics and Cabin lighting. Check brake discs and pads for wear or corrosion or cupping. Tire Wear & sidewall aging. Check for corrosion in tail section, main and stub spar cap, gear wells, and battery compartment. Leaking Windows, etc. Flight Control Balance records (required after repaint). Log Book Entries if plane repainted. Muffler System for cracks or flame tubes and/or Turbo Cracked. Exhaust system/ Intake/ Intact & properly clamped. Engine mount secure. cracks, beef up mod (M20-175 & 192), surface condition & paint. Check Cylinder Fins for cracks @ Exhaust Port. Lord mounts compressed, cracked or installed correctly. Run Engine. Check for smoothness, balance, and engine noise. Engine leaking oil: case, cylinders, hoses, push rods etc. Compression check all cylinders while hot. Check Plugs for oil & wear. Insp. Cyls. Remove and open oil filter, inspect oil and filter/screen for metal (alum/steel). Inspect Oil Cooler damage, leaks, cracks, & operation (warm). Probes, transducers & wiring. Log books (all - none missing), POH (current revision) , aircraft "ARROW" documents intact ? Equipment list and Weight and Balance current. Logbook inspection only (any record of damage history?) Last Annual \_\_\_\_\_ SMOH \_\_\_\_\_ Pre-buy evaluation checklist: \* O/JH records from last \_\_\_\_\_ ELT battery replacement Due for \_\_\_\_\_ Type: \_\_\_\_\_ O2 Hydro date: \_\_\_\_\_ Due for: \_\_\_\_\_ Steel/Aluminum/Composite components status:  AD list: ADs, reoccurring & important SBs \_\_\_\_\_ Total engine hours: \_\_\_\_\_ Propeller hours: \_\_\_\_\_ Aircraft make/model: \_\_\_\_\_ Propeller times since service: \_\_\_\_\_ Notes: \_\_\_\_\_ IFR Certification Date: \_\_\_\_\_ Due for: \_\_\_\_\_ Records of Modifications & Repair 337's complete? \_\_\_\_\_ Misc Notes & Discrepancies \_\_\_\_\_ Disclaimer: We assume no liability for the ultimate condition of this aircraft based on this "Pre-buy Evaluation". This evaluation is not equivalent to an annual inspection, which takes 24-32 hours. It usually involves 7 hours of flight check and paper work inspection, and 6 hours of mechanical inspection. A pre-purchase evaluation is a valuable tool in determining the overall general condition of an aircraft being considered for purchase. It helps both buyer and seller by detecting discrepancies, verifying Airworthiness Directives (AD) and Service Bulletins, and extending to complete logbook research or special customer requests.