

July 19, 2013

Cessna 172 Pre-Delivery Inspection Items

1. General appearance – 20' away image
2. Interior condition
 - Front seat upholstery – wear/tear
 - Rugs & side panels – wear/tear
 - Dash & headliner – cracks/tears
3. Front seat track operation fore & aft
 - Check the seats move freely and positively latch on the tracks
4. Flap tracks check for wear
 - Run flaps down and check fore & aft movement (max. 1/8" movement)
5. Propeller condition
 - Check for leading edge gauges & erosion
 - Site down leading & trailing edge for continuity & no bends
6. Tire condition
 - Visible tread
 - No cord visible
7. Brake pad wear
 - If no wheel pants/fairings see brake pad thickness. Min. 1/4" OK
8. Engine oil quantity & cleanliness
 - 6 qts is normal
 - Is oil clean enough to see stick
9. Nose strut & steering leakage
 - Lateral play – check side to side movement (grab & try to move)
 - Cleanliness of strut surface

10. Aileron pushrod play

- ¼" side to side

11. Windshield/window condition

- Check for cracks/checking & fading

12. Leading Edge dents/scratches wings, tail, struts & landing gear fairings

13.

On Friday I did our 'pre-delivery' inspection for N378MA including:

- Front seat(s) track operation fore & aft - OK
- Flap track wear fore & aft - OK
- Propeller wear (i.e. leading edge erosion) -OK
- Condition of tires – significant tread on all 3, no cord showing
- Brake pad thickness – min. 3/8" - OK
- Engine oil quantity (6 qts) & clean (20 hours since 100 hr. inspection per Skip Goss)
- Nose strut & steering linkage – OK
- Aileron push rod play - normal
- Windscreen/window condition (airplane has tinted windows) – OK, no cracks
- No dents in horizontal tail or wing leading edges

The general appearance of the airplane is good, while somewhat dirty (white paint shows all dirt). The front seats have thick pile covers which I did not

look under, so I suppose the seat upholstery is worn.