

Airworthiness Inspections

Type	Interval	Per	Last Done	Page	Next Due
AD Inspections	Per the AD	39.7			
Annual	12 Months	91.409			
100-Hour *	Each 100 hours	91.409			
Transponder	24 Months	91.413			
Static System	(IFR) 24 Months	91.411			
ELT Operational	12 Months	91.207			
ELT Battery	Per Battery	91.207			
	Or 1 Hour Use				
GPS Data Base	(IFR)				
VOR	(IFR) 30 Days	91.171			

* A 100-hour inspection is required if:

- The aircraft is carrying people or property for compensation, or
- A person is giving flight instruction and providing the aircraft

Inoperative Equipment

Required by an Airworthiness Directive?
Required by the Type Certificate or STC?
Required by the OEM?
Required by an approved MEL?
Required by 91.205?
Required by KOEL?
Required for the Planned Flight?
Removed or Made Inoperative and Placarded?
Can the flight be made safely without it?

AIRWORTHINESS SCENARIOS

Following are some examples of scenarios you can use or adapt to

- Teach airworthiness to your customers, and
- Evaluate their understanding of airworthiness

You can present these scenarios to your customers and ask them what they would do in these situations, then coach them along as necessary.

Scenario 1

You are making a day VFR flight from Palomar Airport, Carlsbad, CA (KCRQ) to Catalina Island Airport, Avalon, CA (KAVX) for lunch and light hiking. Upon startup for the return, you hear a noticeable noise (grinding) from the attitude indicator and it seems to be slow to erect. There are no services at Catalina.

Scenario 2

You are getting ready to go on a day VFR flight, but during your preflight you notice that the outer of the two static discharge wicks on the left elevator is broken. You also discover before takeoff that the landing light is burned out and the Comm 1 receiver is scratchy, although the transmitter seems to be good and Comm 2 is working.

Scenario 3

You are getting ready to go on a night, easy IFR flight but encounter the following (can include one, all, or a combination):

- The map light on the pilot's yoke is burned out
- The ADF appears to be inoperative, but
 - Both Navs work and have current VOR checks, and
 - The GPS works and has a current database
- The outer of the two static discharge wicks on the left elevator is broken
- The landing light is burned out
- The autopilot won't engage or test