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SERVICE LETTER / NOTIFICATION – APRIL 02 2020

Issue Date

April 02 2020, Rev. 0

Subject/Purpose

Advanced Preflight After Maintenance

Affected Models

All aircraft – CH designs

Compliance Time

After aircraft maintenance or bringing aircraft back into service

Inspection Frequency

On-going

Background

The GAJSC and NTSB have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service. In-flight emergencies have been the direct result of maintenance personnel who have serviced or installed systems incorrectly. In many cases, although the maintenance personnel made the initial mistake, the pilot could have prevented the accident by performing a thorough or advanced preflight check.

Subject/Purpose

Advanced Preflight refers to conducting a preflight that goes beyond the normal preflight checklist. This is accomplished by obtaining a valuable maintenance history of the aircraft and developing an additional items checklist. While this requires some time, once you have developed the additional items checklist it can be used in conjunction with the aircraft's preflight checklist for all future preflight inspections. Additionally, if you are bringing your aircraft back into service, you need to conducting a preflight that goes beyond the normal preflight checklist. FAA Advisory Circular [90-89B](#) is an excellent resource for this advanced inspection.

Inspection:

Become familiar with flight controls or systems prior to maintenance. It is easier to determine what becomes “abnormal” if you are familiar with how it should operate.

Locate and review all of the aircraft records, to include additional documents such as receipts, work orders, FAA Form 337s (Major Repair and Alteration forms), and approval for return to service tags (8130–3 Forms). Also locate any Supplemental Type Certificate (STC) data, including data on items no longer installed on or in the aircraft. *Contact the engine, propeller, avionics and other manufacturers and get the latest updates.*

Excellent resource: [90-89B - Amateur-Built Aircraft and Ultralight Flight Testing Handbook](#). Customize and use the check list and other supplied info.

Coordinate with your mechanic before flying aircraft that have recently been maintained to get a clear determination as to what has been accomplished. *If you did the maintenance, have a mechanic take a second look.*

After maintenance, check all systems more thoroughly than the normal preflight checklist implies.

Pay particular attention to aircraft components that may have been affected by recent maintenance.

Avoid becoming distracted or being interrupted in the middle of the preflight to ensure you do not accidentally miss or skip a step.

Immediately be prepared to abort takeoff if something goes wrong or doesn't feel right.

Additional information:

How do I get a detailed inspection list for my aircraft?

*For a detailed inspection list, customize the Zodiac CH 650 Table 1 – Zodiac Inspection Form and Appendix 1 Aircraft Testing. You can also customize the Zodiac PRE-FLIGHT CHECKIST. Download these and more at http://www.newplane.com/amd/CH2000_Service.html
www.zenithair.com/zodiac/xl/data/Zodiac%20checklist%20-%20September%202009.pdf*

*Or the Zenith Aircraft Builders area for a draft version of the CH750 manuals and others.
<http://www.zenithair.net/builders-page>*

You can also customize the FAA certified CH2000 Flight and Service Manuals. Both can be downloaded at http://www.newplane.com/amd/CH2000_Service.html

*For additional aircraft documentation, see the FAA web sites including:
[90-89B - Amateur-Built Aircraft and Ultralight Flight Testing Handbook](#)*

If your bringing your aircraft back into service or purchased a used aircraft, know your aircraft before flying it.