

**PIPER AIRCRAFT CORPORATION
PA-32-260/300, CHEROKEE SIX
50 HOUR PROGRESSIVE INSPECTION MANUAL**

AIRPLANE SERIAL NUMBER	REGISTRATION NUMBER	ENGINE SERIAL NUMBER	PROPELLER SERIAL NUMBER

SPECIAL INSPECTIONS WORK SHEET

(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.)

The following inspections are in addition to those listed in the Event Inspection Work Sheets. These inspections are performed 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.

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

1. Per Flight Hour

A. Each 10 Hours

- [] In PA-32-260 S/N's 32-1 thru 32-7500039 and PA-32-300 S/N's 32-40000 thru 32-7540147, for airplanes which have not installed Piper Kit No. 760-972; conduct the 10 Hour Forward Baggage Door Check (see Section III, Special Inspections, Procedures).

B. Each 200 Hours

- [] (1) For airplanes with wing flap(s) 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 bore scope 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.
- [] (2) For airplanes which have not installed Stabilator Balance Weight Tube Assembly P/N 69624-002; each 200 hours perform the Stabilator Balance Weight Tube Assembly Inspection (see Section III, Special Inspections, Procedures).

C. 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 SSP1776.

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D. Each 500 Hours

- [] (1) In PA-32-260 S/N's 32-03, 32-04, 32-1 thru 32-7200037; and PA-32-300 S/N's 32-15, 32-21, 32-40000 thru 32-7240118; 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).
- [] (2) In PA-32-260 S/N's 32-1 thru 32-7700023; and, PA-32-300 S/N's 32-40001 thru 32-7840043; 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).
- [] (3) In PA-32-260 S/N's 32-1 thru 32-7800008; and, PA-32-300 S/N's 32-40000 thru 32-7840202; for those airplanes which have not installed new fuel senders, Piper P/N 68101-002V, each 500 hours or annually, whichever comes first: perform Fuel Quantity Sender Check (see Section III, Special Inspections, Procedures).
- [] (4) For Hartzell constant speed propellers, remove propeller; remove sludge from propeller and crankshaft.
- [] (5) Remove and flush oil radiator.
- [] (6) If installed, replace filters in the vacuum system inlet air filter (central air filter) gyro horizon, directional gyro, and manifold pressure line.
- [] (7) 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/>.
- [] (8) 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/>.

E. Each 800 Hours

- [] (1) 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).

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

- [] (2) 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).

F. Each 1000 Hours

- [] (1) Replace engine compartment flexible fuel and oil hoses as required; but not to exceed 1000 hours time-in-service, eight (8) years, or engine overhaul, whichever comes first; except for TSO-C53a - Type D hoses which are replaced on-condition.
- [] (2) Inspect drag and side brace link bolts for condition. Replace as required.

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G. Each 1200 Hours

- ☐ For airplanes with engines still equipped with 7/16 inch diameter exhaust valves (original equipment 1965 thru 1966), each 1200 hours, or as specified in the latest revision of Lycoming Service Instruction No. 1009, overhaul or replace engine.

H. Each 2000 Hours

- ☐ (1) Each 2000 hours or seven (7) years, whichever occurs first, remove interior cabinets, 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. At F.S. 73, examine the two steel Upper Forward Cockpit Fitting (one each side), P/N's 79553-000/001 or 62522-000/68257-000, as applicable, for signs of corrosion.
- ☐ (2) For airplanes with engines equipped with 1/2 inch diameter exhaust valves, overhaul engine at 2000 hours time-in-service (see Lycoming Service Instruction No. 1009, latest revision).
- ☐ (3) At engine overhaul or each 2000 hours, whichever comes first, overhaul or replace alternators.
- ☐ (4) 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.)
- ☐ (5) Overhaul or replace Hartzell constant speed 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.)

I. Each 2400 Hours

- ☐ (1) Overhaul or replace Hartzell constant speed 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.)
- ☐ (2) Overhaul or replace Hartzell propeller governors each 2400 hours or at engine overhaul. (Verify TBO in latest revision of Hartzell Service Letter No. 61.)

J. Each 3000 Hours

- ☐ 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).

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2. Per Calendar Year

A. Each Thirty (30) Days

- [] If installed, the pilot should check disposable type (non-gauged) fire extinguisher for condition and charge. Verify nozzle is unobstructed and safety seal is intact. Determine charge by "hefting" extinguisher.

B. Each Ninety (90) Days

- [] (1) Inspect battery, box or shelf, and cables. Flush and clean box as required and fill battery per instructions on box or in Section X. (Not required if maintenance free battery installed.)
- [] (2) Remove, drain, and clean fuel strainer bowl and screen located in bottom of fuel selector valve.

C. 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.

D. 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.

E. Each Twelve (12) Months

- [] (1) In PA-32-260 S/N's 32-1 thru 32-7800008; and, PA-32-300 S/N's 32-40000 thru 32-7840202; for those airplanes which have not installed new fuel senders, Piper P/N 68101-002V, each 500 hours or annually, whichever comes first: perform Fuel Quantity Sender Check (see Section III, Special Inspections, Procedures).
- [] (2) 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.
- [] (3) If installed, replace the vacuum system inlet air filter (central air filter, gyro filter, etc.) element each 500 hours time-in-service, annually, and at vacuum pump replacement, whichever comes first.

F. Each Two (2) Years

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

G. Each Four (4) Years

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

H. Each Five (5) Years

- [] Overhaul or replace Hartzell constant speed 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.)

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I. Each Six (6) Years

- ☐ (1) 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).
- ☐ (2) Overhaul or replace Hartzell constant speed 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.)
- ☐ (3) For airplanes equipped with Aero Accessories, Inc. vacuum pump(s), replace the shear coupling each six (6) years time-in-service.

J. Each Seven (7) Years

- ☐ (1) Each seven (7) years time-in-service, drain and remove the metal fuel tank(s) from each wing and inspect for corrosion as specified in Fuel Tank/Wing Spar Corrosion Inspection, (see Section III, Special Inspections, Procedures).
- ☐ (2) Replace fuel tank flexible hose interconnect couplings and fuel tank vent line flexible hose and hose couplings as required; but not to exceed seven (7) years or fuel tank removal, whichever comes first.
- ☐ (3) Each 2000 hours or seven (7) years, whichever occurs first, remove interior cabinets, 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. At F.S. 73, examine the two steel Upper Forward Cockpit Fitting (one each side), P/N's 79553-000/001 or 62522-000/68257-000, as applicable, for signs of corrosion.

K. Each Eight (8) Years

- ☐ Replace engine compartment flexible fuel and oil hoses as required; but not to exceed 1000 hours time-in-service, eight (8) years, or engine overhaul, whichever comes first; except for TSO-C53a - Type D hoses which are replaced on-condition.

L. 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.

M. Each Twelve (12) Years

- ☐ If installed, replace disposable-type (non-gauged) fire extinguishers at twelve (12) years from date of manufacture.

N. Each Twenty (20) Years

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

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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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