

ENGINE TEST

	Before revision	After revision	Signature
Warm up engine up to the oil temperature of 40°C and up to the cylinder head temperature of 120°C	40 150	40 160	<i>Ref</i>
Check:			
1. Oil pressure: 4-6 kg/cm ²	5	5	<i>Ref</i>
2. Fuel pressure: 0,2-0,5 kg/cm ²	0,35	0,35	<i>Ref</i>
3. Magnetos and spark plug test on 70%: 1	1,5	1,5	<i>Ref</i>
2	2,5	2	<i>Ref</i>
4. Generator for proper operation at 57-58%	28,5V	28,5V	<i>Ref</i>
4. Check the propeller for the high pitch	OK	OK	<i>Ref</i>
5. Check the propeller balance loading it from 70% to 64% and increasing - reducing the boost pressure with 30-50 Hgmm. The speed control value should be 64 ± 2-4%.	OK	OK	<i>Ref</i>
6. Take off operation check on 96-101%. Boost pressure 885± 15 Hgmm Oil pressure 4-6 kp/cm ² Fuel pressure 0,4-0,5 kp/cm ² Oil temperature 40-75°C Cylinder head temperature 120-220° C	OK	OK	<i>Ref</i>
7. Check the idle running on 24%. Oil pressure 2 kp/cm ² Fuel pressure 0,15 kp/cm ²	OK	OK	<i>Ref</i>
8. Acceleration test	OK	OK	<i>Ref</i>
9. Idle running	OK	OK	<i>Ref</i>



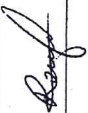

PROTOCOL OF INSPECTION





Jakovlev Model YAK-52 Type of inspection: **200HR**Serial nr.: **889009** Register nr.: **RA-1529K**Engine S/N.: **KR611040**Airframe: TSOh TSN **917-23**..hEngine: TSOh TSN **1275-50**..hDate: **2012. 04** month **28** day






WORKSHEET				
Aircraft Type:		Regl:		Date:
Defect No:	Work to be carried out	Rectification	Signature	Date
1	6 cylinder front spark plug u/s	New spark plug installed	<i>[Signature]</i>	20120428
2	Exhaust pipes are loose on cylinder No. 1, 2, 6, 8	Exhaust pipes tightened	<i>[Signature]</i>	20120428
3	Smoke system leaking	Smoke system fixed	<i>[Signature]</i>	20120429
4	Shimmy damper is empty	Shimmy damper is filled	<i>[Signature]</i>	20120430
5	Free play in the ailerons	2 new boots installed	<i>[Signature]</i>	20120430
The work recorded above has been completed to my satisfaction and in that respect the aircraft is considered fit for flight. Signed: _____ Date: _____				



Notes of the engine test:





CYLINDERS COMPRESSION									
1	2	3	4	5	6	7	8	9	
80	80	80	80	80	80	80	80	80	80
74	75	75	76	76	77	76	77	76	76




	Check the filter inner mesh by connecting the filter sieve to the airplane ground and by shortening the signaler plate block with a connection strap. After checking the inner mesh, remove the connection strap from the plate block. c) reinstall the signaling filter and its mounting bracket, fasten it with three nuts and check the connection of the wire. Check the condition of the signaling filter outer circuit by removing the rubber protection from the filter clamp and ground the clamp; in this case, the "CHIPS" warning lamp on the signaling boxes should turn on. When the clamp grounding is removed, the lamp turns off.		28-04-2012
6.	Drain the oil from the oil tank and radiator. Remove, check, wash and reinstall the filtering element of the oil system settling filter, the filter on the engine rear cover (the oil pump strainer filter) and the filter at the oil intake into the speed governor. Pour fresh oil in the oil tank.		28-04-2012
7.	Remove, control, wash and reinstall the filtering element of the settling filter in the fuel system.		28-04-2012
8.	Perform the following works on the carburetor: a) take out, check and wash in clean gasoline the carburetor fuel filter after removing its cover. After washing the filter, put back the cover and secure it with a spring-safety element so that the bent ends of the safety element enter the holes in the cover and filter casing. b) take out, check and wash in clean gasoline the carburetor air filter, then blow it with compressed-air at a maximum pressure of 0.5 Kg/cm ² . c) measure the initial position of the altitude corrector pointer and, if necessary, adjust it by means of the barograph; d) remove the blowing plug from the aneroid barometer cavity, check the cleanliness of the ports, wash with clean gasoline and blow with compressed air at a maximum pressure of 0.5 Kg/cm ² . e) remove and wash in clean gasoline the exhaust nozzle, then blow with compressed-air; f) unscrew the lower drain plug and remove the product settled down in the fuel chamber.		28-04-2012

POVER PLANT				
Nr.	Description of work	100h	Signature	Date
1.	Open the cowlings covers, and remove the settled foreign matters from the engine, its bay and the engine cowlings.			28-04-2012
2.	Inspect the power plant in accordance with the prescribed volume of preliminary works. Remove all the damages noticed during inspection.			28-04-2012
3.	Replace the straining element of the fine fuel filter, thus: -remove the safety element and unscrew the fuel filter; -remove the filtering element; -mount the new filtering element of the airplane kit; -replace the scaling rings with new ones, of the spare part kit; -screw the filter cover and secure it with safety wire.			28-04-2012
4.	Remove the covers from the valve mechanism boxes and check the condition of the mechanism parts. Verify the play between the rocker bearing and the front parts of the valve rods, and if necessary adjust the play at 0.3 0.15 0.1. Check again if all the backing nuts are tightened on the adjusting screws of all rocker-actuators. Verify the tension in the cables for fastening the valve case covers and if necessary, adjust this tension.			28-04-2012
5.	Remove the "CHIPS" signaling-filter of the oil settler and the oil filter on the rear cover, thus: a) switch off the supply, disconnect the signaler wire, pour oil from the oil settler and the rear cover through a fine sieve funnel. (There should be no particles or coke trails on the sieve). Unscrew three fastening nuts and remove the signaling filter together with its support. Check the filter and the sieve. Should any metallic particles be found on the filter or sieve, and identify the cause of their presence in the oil; b) wash the signaling filter in pure untreated gasoline, then soak it for an hour in glycerin and alcohol solution (20% glycerin and 80% alcohol) and blow with dry compressed-air, at a pressure of 0.8-1 Kg/cm ² . Prior to mounting the signaling filter to the settler, connect the wire to the filter.			

11.	<p>Carry out the following maintenance works on the spark plugs:</p> <p>a) remove the spark plugs from the engine, observing the disassembling rules;</p> <p>b) wash the spark plugs in clean gasoline and air dry them.</p> <p>c) remove the carbon soot from the active part (the one that enters the cylinder body) by using the PM instrument sand blaster, sifted through a sieve of 1600 holes/cm², at the air pressure of 6-8 Kg/cm²; after the sand blast cleaning, dry air blow the spark plug at a pressure of 4-5 Kg/cm² and wash with clean gasoline;</p> <p>d) after washing the spark plugs, minutely check the insulator tip and, if noticing any</p> <p>e) foreign matters, remove them with clean cotton;</p> <p>f) adjust the play between the spark plug electrodes to range within 0.4-0.46 mm by means of PM instrument special device.</p> <p>g) check the continuous sparking by means of the PM and ISKRA instruments at a pressure of 10 Kg/cm² if the play between electrodes is of 0.46 mm, and at a pressure of 11.5 Kg/cm if the play between electrodes is of 0.4 mm;</p> <p>h) using the same instruments, check the tightness of the spark plugs at a pressure of 40 Kg/cm² for 30 seconds. Maximum 60 air bubbles are allowed in water at the exhaust pipe with the inner diameter of 10 mm of the ISKRA kit, series 2; if the spark plug moistens, wipe the inner shield surface with a dry clean cloth, then dry the spark plug at a temperature of 160-180°C for 1 h 30 min, then check the sparking.</p>		28-04-2012
12.	Check the compression of all cylinders by using the pressure gauge.		28-04-2012
13.	Take out the AK-50T compressor pressure valve, dismantle it, remove the coke admixtures, wash with gasoline and blow with compressed air. Simultaneously replace the old AK-05001, AK-05002, AK-05003 gaskets with new ones from kit.		28-04-2012
14.	Disconnect the drain pipes from the fuel and consumption tanks, blow them with compressed air at a pressure of 1-2 Kg/cm ² , then reconnect them to the fuel and consumption tanks.		28-04-2012
15.	Check the fuel and oil pipes in the fuselage and wings. Verify the safety wire of the connecting nuts, nipples, intermediary parts and the pipe fastening to the airframe. Replace any damaged pipes or the pipes showing corrosion pits.		28-04-2012

9.	<p>Carry out the following service works on the magneto:</p> <p>a) remove the screen with distributor and the upper cover, check the bolted joints and the lever rotation on the shaft (the bolted joints should be well tightened, and the lever should rotate on the shaft without jamming);</p> <p>b) clean the platinum contacts, by wiping them with a deerskin or a clean white cloth soaked in pure refined alcohol, check and, if necessary, adjust the play at the platinum contacts within 0.25-0.35 mm and record in the magneto certificate the play adjustment; if oil drops or drops are noticed on the metallic areas of the breaker mechanism cavity, remove them with a clean cloth soaked in refined alcohol and wrung out; grease the breaker spring with a thin layer of "L" turbine oil, carefully so as not to soil the breaker contacts;</p> <p>b) on the distributor mechanism check the condition of the contact spring in the distributor cover high voltage terminal recess, the condition of the graphite central contact and its spring; replace any damaged parts with new ones, from the airplane kit.</p> <p>If foreign matters are found on the distributor contacts or rotor, remove them with a dry clean doekskin;</p> <p>c) if necessary, replace the clamps on the upper cover and the high voltage terminal clamps with new ones from the spare part kit;</p> <p>d) check the fastening of the transformer and driving shaft at the cover. If any damages are noticed on the screw threads, replace the damaged screws with new ones from the spare part kit;</p> <p>e) check the cover and if it is dirty clean it with a doekskin or a clean piece of cloth soaked in pure refined alcohol, oil the working area with a fine brush dipped in "L" turbine oil, without dropping oil on other parts. Using a dropper drip 5-6 "L" turbine oil drops in the cover greaser port;</p> <p>f) unscrew the plugs at the magneto driving mechanism, drain the settled oil, then screw the plugs back. This work should be performed when the engine is hot.</p>		28-04-2012
10.	Check the air compressor fastening. Replace the felt filter of the compressor with a new one, from the airplane kit. Check if the starting valve travel is within normal limits.		28-04-2012

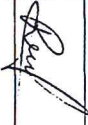




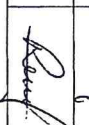
	c) on the elevator check the trim tab and its attaching hinge, verify the plays of the control and fastening assemblies.			29-04-2012
21.	Remove the rear empennage fairings, the fin and stabilizer -to- fuselage attaching assemblies, check for corrosion pits, cracks, the safe fastening of the joint assemblies to the fuselage, and check for loosened nuts on the joint bolts and their wire safety.			29-04-2012
22.	Verify the wing, the ailerons and the flaps: a) check for cracks, scratches, distortions, loosened rivets and bolt fastening the metallic skins to the airframe, damaged lacquer and paint coatings; check the condition of the trapdoor covers and their padlocks; b) check the aileron attaching assemblies, verify their condition and check for any inadmissible plays at the ball bearings, loosened attachments, distortions or cracks of the mounts. Check the condition of the mount attachments onto the wings and ailerons. Check the condition and secure fastening of the control levers at the ailerons; c) Check the flap mounting, its safety, and check for any inadmissible plays at the flexible joints; d) remove the wing fairings and verify the wing-to-fuselage joint assemblies, check for cracks, distortions, damaged safety wire, loosened nuts on the joint bolts and plays at the wing-to-fuselage joints.			29-04-2012
23.	For the front and rear cockpit seats, carry out the following works: a) check the condition of the seat attachment to the fuselage. Grease the flexible joints of the seats in accordance with the greasing cards; b) verify the seat belts, their fastening, the condition of the harnesses and the operating condition of the locks.			29-04-2012

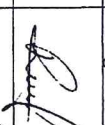

16.	Remove the door covers of the wing fuel tanks and the consumption fuel tank door cover. Check the play between tanks and the wing structure (the tank wall must not touch the wing structure), verify the tension of the tank fastening straps, the safety of the tenders at the fastening straps, the safety of the tank pipe connection. Check the fuel tanks and the consumption tank, and verify the integrity of its walls, checking for any cracks or abrasion traces (wears).		28-04-2012
17.	Check the plays of the shutter blades in closed, neutral and open position. Remove any clearances in excess at the rotation shafts by replacing the worn-out parts. Oil the flexible joints and the non-protected ball bearings with a thin layer of grease.		28-04-2012
18.	Open the fuselage door covers, and check the control rods, cables, rockers and engine controls levers. Check for mechanical flaws (distortions, cracks), verify the wearing out of the cables; check the safe joining of the control rods to the units levers and balancing levers. Wash, check and oil with grease the flexible joints of the engine controls and the ball bearings without protection layers.		28-04-2012

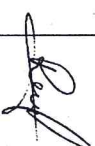

AIRFRAME			
Nr.	Description of work	100 h	Date
19.	Check the airplane fuselage, the airframe, the joint, riveted and bolted areas. Check for any cracks, distortions, deep scratches, corrosion pits, slackened riveted or bolted joints, damaged lacquer or paint coating. In order to verify the rear fuselage, remove the rear cockpit seat and use the hatch in the area of frame no. 17, port side.		29-04-2012
20.	Check the rear empennage for: a) any distortions or cracks of the vertical and horizontal tail skins, loosened rivets and bolts on the elevator and rudder brackets; check condition of bearings, that there is no excess wear in rudder and elevator hubs, that there are no deformities, cracks and corrosion of rudder and elevator hinges brackets, no loosening in bolt and rivet joints of fin and elevator support brackets; b) distortions of the vertical tail, elevator and horizontal tail structure and damage of the elevator and rudder metallic skin. Check the condition of the fastening assemblies, control levers, their fastening onto the elevator and rudder structure, the cleanliness of the drain holes in the elevator and vertical tail;		


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27.	Check the condition of the elevator trim tab position indicators and verify if their readings match the trim tab position.			29-04-2012
28.	Dismount the covers of the fuselage and wing hatches, remove the rear cockpit seat and the dismountable covers in the floor, located in the passage areas of the airplane control system cables and rods. Check the rods, the cables, the rockers at the airplane control sticks, rudder pedals and trim tab control wheels, and the flap control actuators. Check for corrosion pits, mechanical damages (distortions, cracks), bearing enclosure slackening, verify the safety of the control rod joints with the rockers and levers, the integrity of the safety wires and bonding leads, and the presence of normal plays between the moving and fixed parts or between the reciprocal moving parts and also with respect to the structure elements. Using a tensiometer, verify the cable tension. Wash, check and lubricate with grease all the flexible joints in the control system that have non-protected bearings.			29-04-2012
29.	Check the airplane control stick shaft, check for mechanical flaws at the bodies, pipes and shaft bearings. Verify all the flexible joints of the control stick shaft. Replace the grease at the friction parts.			29-04-2012
30.	Check the flap control actuators and their brackets. Check for damages, verify the tightness of the actuator gaskets and that of the air system pipe joints, the safe fastening at the bolted joints and the safety wires on them.			29-04-2012
31.	Check the time of flap extension and retraction, which shouldn't exceed 5 seconds. Pour 5-10 cm3 of grease through the nipples into the working cavities of the flap control actuators, then extend and retract the flaps.			29-04-2012
32.	Check the radial play of the flap control rods into the mounts. This play should be within 0,1-0,3 mm.			29-04-2012




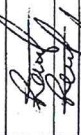


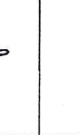
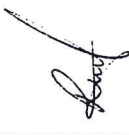
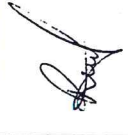
LANDING GEAR				
Nr.	Description of work	100 h	Signature	Date
33.	Verify the nose and main wheels and tires, check for scratches, inadmissible wears, abrasion traces, and verify the tire clearance with respect to the rim.			30-04-2012
34.	Verify the leg shock-absorbers and their fastening assemblies to the airframe. Using a magnifying glass check for cracks at the welded			30-04-2012

24.	For the ventilation and heating systems of the cockpits perform the following works: a) verify the air pipes and the system units, check for distortions, the system tightness, the secure fastening of the units and pipes, the tightening of the collars. b) verify the travel of the heating or ventilation system switching control lever, the way in which the choke sets precisely in the three positions (open, half-open, and closed) and ensures the possibility of rotating the switching nozzles at the end of the air pipes; c) remove and check the hot air fairing; d) with the engine running, check the air supply of the heating system (when the valve is opened) and that of the ventilation system (when the valve is shut up), in both cockpits.			29-04-2012
25.	Verify the airplane canopy. Check its cleanliness, integrity, transparency and secure fastening of the glasses in the canopy frames and borders, the condition of: sliding canopy padlocks, dampers, cables and their attachment at the sliding canopy and fuselage, verify the condition and secure fastening of the rear view mirror. Clean the drain ports in the guiding rails of the sliding canopy. Carry out the works provided in the greasing cards. Verify the easy moving of the sliding canopy and the way they adhere to the fixed canopy in closed position. Verify the shifting of the sliding canopy right side with respect to its left side when closing the canopy (the clearance should be of at least 5 mm). The play is measured at the left lower side of the sliding canopy, when the right side touches the fixed canopy frame.			29-04-2012

AIRPLANE CONTROLS				
Nr.	Description of work	100 h	Signature	Date
26.	Check the control sticks, the rudder pedals and the elevator trim tab control wheel in both cockpits. Tilt the control sticks, the rudder pedals and the trim tab control wheels to maximum position in both cockpits, verify the tilting angles and the neutral position of the ailerons, elevator, rudder and elevator trim tab; check the smooth movement of the controls, without requiring special efforts, without jamming and unusual noises. Special attention should be paid to the condition of the flexible joints of the elevator control rod flexible joint.			29-04-2012







44.	Using the caliper gauges, verify the plays in the middle joints of the foldable struts at the nose and main legs. This play should range between 0.1-0.2 mm. This checking should be performed with the landing gear extended and the landing gear selector valve set in "NEUTRAL" position.		30-04-2012
45.	Take out the landing gear wheel tires, remove the air tubes and check for wrinkles, worn-out areas, cracks or flaws at the filling nipple attachment points. Check for flaws on the inner area of the tires. Remove the existing talc powder from the tire and air tube, then powder them again with talc and reinstall the tire onto the landing gear wheel rim.		30-04-2012
46.	Check the landing gear extension and retraction by means of the main and emergency air system, at a normal air-pressure in the pneumatic system, and verify the following: a) the locking and unlocking of the padlocks for extended and retracted positions; b) the good operating condition of the landing gear position mechanical indicators and that of the landing gear position electrical signaling; c) the duration of the landing gear retraction, which should not exceed 10 seconds, and the delay between actuation and landing gear extension should not exceed 1 second.		30-04-2012
47.	Take-out the shock absorbers and the foldable struts at the nose and main gears. Dismount the foldable struts and the ball joints. Wash the strut parts and the ball joints with dehydrated petroleum. Verify all the friction surfaces. Clean the greasing channels with a soft wire. Replace the damaged parts. Lubricate all the friction areas with grease. Reinstall the landing gear struts, the ball joints and the landing gear shock absorbers. Fill the greaser with grease, in conformance with the greasing cards. Repeat the operations specified at 46.		30-04-2012





AIR SYSTEM			
Nr.	Description of work	Signature	Date
48.	Check the pneumatic system units and pipes. Verify the secure fastening of the units and pipes, the tightness at joints, the play between pipes as well as the play between pipes and the airframe elements.		30-04-2012
49.	Drain the condensed water from the main and emergency system bottles.		30-04-2012
50.	Clean the filtering element without dismantling it.		30-04-2012











	joints and at the mounting assemblies. Check the ball joints and all flexible or fixed bolted joints, the leg shock-absorber joints, verifying their condition, their secure fastening, and the absence of scratches at the flexible joints. Check for hydraulic fluid leakages, inadmissible plays or other damages at the joints. Check the condition of the working areas of the leg shock-absorber rods and check for hydraulic fluid leakages.		
35.	Using a manometer, verify the nitrogen pressure in the leg shock-absorber cavities. This pressure should be the one indicated on the shock-absorber labels.		30-04-2012
36.	Verify the hydraulic fluid level in the landing gear shock absorbers.		30-04-2012
37.	Check the landing gear actuators and their mounting assemblies. Check for damages, verify the tightness of the actuator gaskets and that of the joints with the air system flexible pipes, the condition of the bolts and their safety.		30-04-2012
38.	Wash, inspect and lubricate with grease the landing gear UP padlocks.		30-04-2012
39.	Fill the landing gear greasers with grease.		30-04-2012
40.	Pour 15-20 cm3 of grease in the working cavities of the landing gear actuators.		30-04-2012
41.	Pour 2-3 cm3 of grease in the working and emergency cavities of each landing gear retracted position padlock actuators. After performing all the works required at 40. and 41., extend and retract the landing gear. Check the tightness of the actuator joints with the air system pipes.		30-04-2012
42.	Take out the landing gear wheels and carry out the following works: a) remove the grease from the wheel ball bearings and wash the ball bearings with dehydrated petroleum; b) remove the foreign matters from the brake drums, blast with compressed air the braking devices; check the brake drums, the wheel & brake parts; check for overheating traces, cracks, wears, distortions, inadmissible wears at the wheel checks and brake system chambers; c) check the wheel semi-shafts; d) fill the wheel ball bearings with; e) reinstall the wheels.		30-04-2012
43.	Verify the plays between the wing & fuselage airframe and the transversal plays as well as the angular play of the landing gear legs. Maximum longitudinal and transversal play allowed: 2 mm. Total angular play (at the suspension and roll joint shaft): max. 3 mm.		30-04-2012






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11.	7.11. Check the output voltage of the PAG-1FP converter at maximum load, which should be 36V ± 5%. Check the output voltage of the PT-200T converter at maximum load, which should be 37V (± 2%).			01-05-2012
13.	For the GSR-300M generator, perform the following works: a) Check the screw fastening of the generator on the engine, paying special attention to the integrity of the Grover washers at the fastening stud nuts, check the condition of the ventilating system (air system), remove the dust, oil and other foreign matters from the generator; b) check the secure contact of all wiring splices; c) check the condition of the brush collector assembly, making sure that the brushes move easily in their mounts (driven by the fastening springs), verify the adherence quality of the brushes to the collector surface, check the collector surface condition and the condition of the fastening (pressure) spring of the brushes. Measure the height of the brushes, which should exceed 17 mm, if the height is smaller, replace them with new brushes, of the same type; d) remove the dust from the collector brushes, by compressed-air blowing, at a pressure of 2-3 kg/cm ² . If the brushes still show foreign matters, wipe the collector with a clean cloth, soaked in clean gasoline. If there are still foreign matters that cannot be removed with gasoline, clean the collector with fine sandpaper. Carefully clean the areas between the collector blades. In case of an advanced wearing degree of the collector, replace the generator.			01-05-2012
14.	With the engine running, check the operation of the control and switching instruments of the power unit and the generator operation. The output voltage of the generator in the aircraft power line must be 28-28.5V.			01-05-2012
RADIO EQUIPMENT				
Nr.	Description of work	200 h	Signature	Date
15.	Check the radio in accordance with the pre-established preliminary works.			01-05-2012
16.	Check the condition and fastening of the antenna.			01-05-2012
17.	Check the secure fastening of the radio equipment, the correct connection of the electrical connectors, the fastening of the cables and electrical cords, the condition of the antenna output plug terminals. Verify the condition of the fastening dampers of the radio equipment units, check for damages the metallic strap of the cables, check the condition of the bonding leads and their secure contacts.			01-05-2012






51.	Blast the pneumatic system pipes with compressed air at a pressure of 50 kgf/cm ² , after having disconnected them from the air system users and outlets.			30-04-2012
52.	Check the tightness of the main and emergency air system.			30-04-2012
53.	Check the operating condition of the brakes, when operated from the main and emergency air system; a) the air pressure at the brakes must be 8-11 kgf/cm ² ; b) the wheel braking and release time should not exceed 1.5 sec.			30-04-2012
54.	Verify the adjustment of the safety valve.			30-04-2012

ELECTRIC EQUIPMENT				
Nr.	Description of work	200 h	Signature	Date
1.	Check the electrical, in accordance with the pre-established preliminary works. Remove any damages.			01-05-2012
2.	Check the condition and operating capacity of the signaling lamps.			01-05-2012
3.	Dismount the upper cover of the starting coil and carry out the following works: a) clean the vibrator contacts (if necessary); b) check the vibrator parameters in conformance with chapter 1 in the starting coil certificate. c) check the tightening of the cap nuts on the shielded cables, the cover sealing, the tightening of the nuts on the coil clamps and of the power supply wire fastening screw, the secure grounding of the negative wire and the secure fastening of the starting coil onto the airframe.			01-05-2012
4.	Check Battery.			01-05-2012
5.	Verify the wires: verify their secure fastening, the condition of their insulation and check for damages.			01-05-2012
6.	Check the tightening of the nuts and the secure mounting of all the engine and airplane connectors.			01-05-2012
7.	Check the secure connection of the negative wires at the airplane ground.			01-05-2012
8.	Check the outer condition of the R-2 voltage regulator and AZP- A2 over-voltage circuit breaker, check for outer damages, verify the secure fastening and connection of the wires.			01-05-2012
9.	Check the outer condition, secure fastening and secure wiring of the components in the DC supply unit and in the AC supply unit.			01-05-2012
10.	Check the outer condition of the PAG-1FP and PT-200T converters, the secure plugging of the connectors and the condition of the electrical harnesses.			01-05-2012

25.	Check the KI-13 compass when switched off and the setting time of the compass dial, in conformance with the compass operating instructions. Check for air bubbles and verify the transparency of the compass liquid. If any air bubbles are found in the compass body, replace the compass with a new one. Verify the secure fastening and the integrity of the adjusting device.		01-05-2012
26.	Check the outer condition and fastening of the instrument units located on the control panels, engine, its compartment and wing: - DTE-6T tachometer transducer; - EMI-3K indicator transducers; - SUT4-2 fuel gauge transducers; - TTI-13K CHT thermometer; - TUE-48K manifold temperature probe.		01-05-2012
27.	Verify the operating condition of: - aneroid membrane instruments; - PVD-6M air pressure probe heating device; - DA-30 and DA-30 I combined instruments; - UGR-4UK indicators; - AGI-1K gyro-horizons; - clocks; - GMK-1A heading system; - SSKUA-1 critical attack angle signaling system; - EMI-3K indicators, TUE-48K manifold thermometers, TTI-13K cylinder head thermometers, SUT4-2 fuel gauge probe.		01-05-2012
28.	Check the insulation condition and the integrity of the wires and instruments.		01-05-2012
29.	Compensate the remaining magnetic deflections of the KI-13K compass and of the GMK-1A heading system, in the following cases: - when replacing the KI-13K compass, the GMK-1A heading system, the ID-3 inductive transducer or the KM-8 correction mechanism; - when installing additional equipment on the airplane; - when changing the geographical latitude of the base airfield.		01-05-2012

END CONTROL			
Nr.	Description of work	Signature	Date
1.	Check the labels, writings, renew them if necessary.		01-05-2012
2.	Make the engine and system tests.		01-05-2012
3.	Make test flight if necessary		
4.	Check the documents, register the works performed.		01-05-2012

18.	Check the working capacity of the radio equipment in all operating modes, with the airplane supplied from the ground power supply and the engine running: verify the normal operation of the control and adjusting devices, the operating capacity of the automatic adjustments, the radio noise level with the engine running, and the condition of the instrument scale lighting devices.		01-05-2012
19.	Check the outer condition of the metallic screening strap of the wires, check the fastening and integrity of the bonding leads at the radio equipment units.		01-05-2012

FLIGHT INSTRUMENTS			
Nr.	Description of work	Signature	Date
20.	Verify the stiff and flexible pipes of the PVD (Pitot system), their joints, the settlers along the static and dynamic pressure routes of the PVD system, and, if necessary, remove the condensed water and check the Pitot system tightness. Check the integrity of the markings on the stiff and flexible pipes of the PVD system in the wing, fuselage and especially behind the dashboards, and, if necessary restore the markings both on the static and dynamic pressure pipes.		01-05-2012
21.	Check the dashboards, visually inspect their secure fastening and the condition of the shock-absorbers on the dashboard central panels.		01-05-2012
22.	Verify the instruments located on the dashboards and side desks, checking for outer distortions of the instruments.		01-05-2012
23.	Tilt over the central panels of the dashboards. Check the secure fastening of the instruments, the condition of the wires, instruments, rigid and flexible pipes and their secure fastening to the instruments. Check the fastening of the connectors and pipe joints, check for outer damages the instrument bodies. Verify the outer condition of the flexible pipes. Replace any damages showing deep cracks on the outer area. Fold back the dashboards and secure in position the central panels.		01-05-2012
24.	Check the outer condition and secure fastening of the heading system blocks. Check the secure fastening and condition of the shock absorbers and connector plugging in, as well as the condition of the bonding leads and safety elements.		01-05-2012

Inspection statement

REGISTRATION: RA-1529K

AIRCRAFT TYPE: YAK-52 S/N 889009 Engine: M-14P S/N 611040

Inspection: 200h was completed on 01-05-2012
At: Airframe Hrs. and Engine Hrs.

The work has been completed to my satisfaction and in that respect the aircraft is considered fit for flight.

The next scheduled maintenance inspection is due at: Hrs. or
Annual 19-03-13

The work was done by: RICARDAS RAMONIS Licence nr.: AEL No.: 386

Signature/date *RF* 01-05-2012