

Section 8

Unscheduled Inspections

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Cable Beach Air Maintenance Pty Ltd

System of Maintenance

Cessna 310R

UNSCHEDULED INSPECTIONS

During operation, the Aircraft may be subjected to:

- (1) Hard / overweight landings.
- (2) Overspeed
- (3) Severe air turbulence or severe manoeuvres.
- (4) Foreign object damage.
- (5) Towing with a large fuel unbalance or high drag / side loads due to ground handling.
- (6) Severe cabin vibration or noise.
- (7) Alternator mechanical failure.
- (8) Engine overspeed
- (9) Engine sudden stoppage
- (10) Engine loss of oil or oil pressure.
- (11) Component overlimit

The conditions for each of the above conditions is described in the Cessna 310R Service Manual. When any of these conditions are reported by the flight crew, a visual inspection of the airframe and specific inspections of components and areas involved must be accomplished.

Inspection for damage in the event of any one of the following conditions requires the whole schedule to be utilised and completed. (Place a N/A in the LAME SIG box for sections that are not applicable) Remember that minor superficial damage may indicate a more severe condition somewhere else in the structure.

| A. HARD / OVERWEIGHT LANDINGS | AME SIG | LAME SIG |
|--|----------------|-----------------|
| 1. Inspect the aircraft in accordance with the Hard or Overweight Landing check contained in the Cessna 310R Service Manual. | | |
| B. OVERSPEED | AME SIG | LAME SIG |
| 1. Inspect the aircraft in accordance with the Overspeed check contained in the Cessna 310R Service Manual. | | |
| C. SEVERE TURBULENCE AND/OR MANOEUVRE | AME SIG | LAME SIG |
| 1. Inspect the aircraft in accordance with the Severe Turbulence and / or Manoeuvre check contained in the Cessna 310R Service Manual. | | |

Cable Beach Air Maintenance Pty Ltd

System of Maintenance

Cessna 310R

UNSCHEDULED INSPECTIONS *continued*

| D. LIGHTNING STRIKE | AME SIG | LAME SIG |
|---|----------------|-----------------|
| 1. Inspect the aircraft in accordance with the Lightning Strike check contained in the Cessna 310R Service Manual. | | |
| E. FOREIGN OBJECT DAMAGE | AME SIG | LAME SIG |
| 1. Inspect the aircraft in accordance with the Foreign Object Damage check contained in the Cessna 310R Service Manual. | | |
| F. HIGH DRAG/SIDE LOADS | AME SIG | LAME SIG |
| 1. Inspect the aircraft in accordance with the High Drag/Side Loads Due to Ground Handling Damage check contained in the Cessna 310R Service Manual. | | |
| G. CABIN VIBRATION | AME SIG | LAME SIG |
| 1. Inspect the aircraft in accordance with the Cabin Vibration Damage check contained in the Cessna 310R Service Manual. | | |
| H. ALTERNATOR MECHANICAL FAILURE | AME SIG | LAME SIG |
| 1. Inspect the aircraft in accordance with the Alternator Mechanical Failure check contained in the Cessna 310R Service Manual. | | |
| I. ENGINE OVERSPEED | AME SIG | LAME SIG |
| 1. Inspect in accordance with Continental Engine procedures. | | |
| J. ENGINE SUDDEN STOPPAGE | AME SIG | LAME SIG |
| 1. Inspect in accordance with Continental Engine procedures and comply with CAO Airworthiness Directive AD/ENG/6 (latest ammendment) relating to propeller strikes. | | |

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System of Maintenance

Cessna 310R

UNSCHEDULED INSPECTIONS *continued*

| K. ENGINE LOSS OF OIL | AME SIG | LAME SIG |
|--|----------------|-----------------|
| 1. Inspect in accordance with Continental Engine procedures. | | |
| L. COMPONENT OVERLIMIT | AME SIG | LAME SIG |
| 1. Inspect in accordance with appropriate manufacturer procedures. | | |
| M. POST INSPECTION ITEMS | AME SIG | LAME SIG |
| 1. CLEANLINESS - aircraft cleaned and serviced as required. | | |
| 2. LUBRICATION - ensure aircraft is lubricated IAW Cessna 310R Service Manual. | | |
| 3. OPERATIONAL INSPECTION - carry out operational inspection IAW Section 7. | | |
| 4. ENGINES - inspect after ground run - up for oil leaks, security and attachment of all components. | | |
| 5. PANELS - check to ensure that no tools or maintenance equipment or rags have been left in the aircraft and that all panels, access doors and detachable fairing and fillets have been correctly stored. | | |
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