



# MID-CONTINENT

## AIRCRAFT CORPORATION

Aircraft Sales, Insurance, Parts, & Maintenance

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MAY

2017

## The Value of Inspections

Operators both near and far approach annual inspections as a necessary expense. Far from the truth, because thorough inspections not only reassures the operator of trouble free seasonal operations and may prevent serious mechanical defects which would affect the safety of flight.

Now the FAA sometimes goes overboard on an insignificant light bulb in an Ag craft, but the overall reasoning in Ag is to protect the pilot.

Some still cut costs by refraining from all but the basics, and that shows up in deteriorating values of their machines. The care and well being of the airplane reflects on the operator. Northern aircraft generally are cleaner, maybe because they fly fewer hours in a less harsh environment than rice operators do, but there are some folks who have immaculately maintained aircraft in the heart of the "bad" country who use Corrosion X, pressure washers, lots of labor, peralketon and attention to detail.

Maintenance is a preventative action. Many never comply with a Service Bulletin, although safety may be compromised. The Service Letter or Bulletin is sent by a manufacturer to prevent incipient problems, or prevent further deterioration which in turn keeps up the value of the airplane. Some operators won't spend anything except on maintaining AD's as said before.

For those of you interested enough, here are discrepancies a good AI will check for. An AD Checklist compliance makes sure all are notated and completed. A 19 page check list includes fabric check, propeller, engine and engine oil, fuel systems, pneumatic systems, airframe fuel system, main and tail wheel, gears, fuselage skins, airframe and mount inspection, hopper, spray system and wings, ailerons and flaps, fuselage frame, control systems, metal empennage, cockpit and gauges, electrical system and more.

You can see that checking for discrepancies and AD's and SB's is time consuming even before repairing anything. But that tubing crack or the frayed cable at a pulley point could be an embarrassment down the line, and gives you real confidence in your maintenance facility.

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**MID-CONTINENT  
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