

CENTER SECTION CONFORMITY INSPECTION

TO ENSURE THAT THE CANDIDATE AIRCRAFT MEETS THE REQUIREMENTS OF THIS MODIFICATION, THE WING CENTER SECTION MUST BE INSPECTED FOR AIRWORTHINESS AND CONFORMITY TO THE ORIGINAL TEST CENTERSECTION [S/N 1293 (STAMPED INTO THE UPPER FWD. SPAR WEB AT THE LEFT END) LOCATED AT TURBOTECH INC. VANCOUVER, WA 98661, OR ANY OTHER CENTER SECTION FOR WHICH THIS CONFORMITY HAS BEEN PERFORMED AND DOCUMENTED IN THE INSPECTED AIRCRAFT'S LOG.] BY AN FAA CERTIFIED AIRCRAFT MECHANIC HOLDING A CURRENT INSPECTION AUTHORIZATION OR EQUIVALENT RATING.

IN CONDUCTING THIS INSPECTION, SPECIAL ATTENTION SHOULD BE GIVEN TO THE FOLLOWING ITEMS:

1. SPAR CAP EXTRUSIONS (UPPER AND LOWER) BOTH SPARS.
2. SPAR WEBS, FRONT AND REAR SPARS- THICKNESS, RIVET SIZE & SPACING.
3. WING SKIN THICKNESS, RIVET SIZE AND SPACING BETWEEN THE SPARS.
4. EXTRUDED Z-ANGLE STRINGERS INSIDE WING SKINS RUNNING PARALLEL TO SPARS. THE ORIGINAL AIRPLANES HAD FIVE TOP AND FIVE BOTTOM. PREVIOUS MODIFICATIONS MAY HAVE ADDED STRINGERS IN WHICH CASE, THE CENTER SECTION WOULD BE ELIGIBLE.
5. ENGINE MOUNT LUGS AND STRAPS EXTENDING AFT OF FRONT SPAR INCLUDING FASTENER SIZE AND PATTERN.
6. WING ATTACH FITTINGS TO FUSELAGE, FRONT AND REAR SPARS.