

RESTRICTED

28-3-04

PRE, THRU & POST FLIGHT  
INSPECTION  
WORK CARDS

FOR  
PT-6 AIRCRAFT

**TRADE : L S E W**

PUBLISHED UNDER AUTHORITY  
OF THE ACAS MAINTENANCE  
OF THE BANGLADESH AIR FORCE

বাংলাদেশ বিমান বিভাগ  
প্রতিষ্ঠান প্রক্রিয়া  
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PRE FLIGHT, THRU FLIGHT, POST FLIGHT  
AND SPECIAL INSPECTIONS WORK CARDS.

BAF SERIES

PT-6 AIRCRAFT

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**AMENDMENT RECORD SHEET**

<b>Art No</b>	<b>Amendment Incorporated</b>	<b>Signature &amp; Date</b>

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**INSTRUCTION**

1. It is the responsibility of all personnel to report any unserviceability of item assembly and make necessary entry in AFTO Form 781A.
2. A visual inspection includes checking for all types of wear, damage, corrosion, security, chaffing, in fact for the complete well-being of the particular item in addition to cleanliness.
3. A Functional Check is where the operation of the item or service in question is required to determine its serviceability.
4. Suggestion affecting changes are to be forwarded to ACAS (M) Air HQ, Dhaka.

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## INTRODUCTION

1. The Pre-Flight Inspection will be accomplished prior to the first flight of the day. The inspection consists of checking the aircraft for flight preparedness by performing visual examination and to find that no defect or mal-adjustment exists that could cause accident or aborted missions.
2. It is the responsibility of all personnel to report about any unserviceable item or assembly and make necessary entry in AFTO Form 781A.
3. A Functional check is where the operation of the item or service in question is required to determine its serviceability.

### SECTION I- Pre-Flight.

To be accomplished prior to the first flight of the day.

### SECTION II- Between Flight

To be accomplished after each flight when another flight is anticipated during the day.

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**SECTION III- Post-Flight.**

To be accomplished after the last flight of the day.

**SECTION IV- Special Inspection.**

4. Suggestion affecting changes are to be forwarded to ACAS (M) Air HQ, Dhaka.

**Note :-** If for some particular reason the "Inspection after the last flight of the day" has not been carried out, it is imperative that it be performed before the first flight of the following day.

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**SECTION-1**

**PRE-FLIGHT INSPECTION**

**WORK CARDS**

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**INTRODUCTION**

1. The Pre-Flight Inspection will be accomplished prior to the first flight of the day. The inspection consists of checking the aircraft for flight preparedness by performing visual examination and operational checks of certain components to ensure no defect or mal-adjustment exists that could cause accident or aborted missions.

## PRE-FLIGHT INSPECTION

Good preparation & thorough inspection on packed parachute P/N JS-3 should be carried out during pre flight to ensure the quality of bailout facilities :-

- a. Check the locking pin, label & safety tie for good condition, packing should be within the date & no extension of date beyond one month.
- b. Elastic cords should be hooked well & free of tangle with things.
- c. Check the correct installation of Ripcord handle, Auto-Release, power cable with housing & tail nut assembly.
- d. Check the harness system to ensure good condition, correct button & tying cords are connected.
- e. The Quick Release Lock should work normally & red paint should not be disappeared. Put the parachute into the carrying bag & fill up the pre-flight record register. Then sent the equipment to flt line by a Trolley or Transport for installation in the aircraft.
- f. Install the parachute into the cockpit & properly connect the snap hook of the safety pin cord of auto-release to the seat.
- g. Check the shoulder harness & lap Belt to ensure good condition and in correct position

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**SECTION-II**

**THRU FLIGHT INSPECTION**

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## **INTRODUCTION**

1. Thru Flight Inspection will be accomplished after each flight when another flight is anticipated during the day. The inspection consists of checking the aircraft to determine if it is suitable for another flight by performing visual examination and operational checks of certain components to assure that no defect exist which would be detrimental to further flight.

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**THRU-FLIGHT INSPECTION**

- a. Ensure that the snap hook of auto-release is properly connected.
- b. Check correct installation of Ripcord handle.
- c. Check harness system for good condition.
- d. Ensure quick release lock is in lock position.
- e. Ensure the shoulder harness & Lap Belts for good condition and in correct position.

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**SECTION-III**

**POST FLIGHT INSPECTION**

**WORK CARDS**

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## **INTRODUCTION**

1. The Post Flight Inspection will be accomplished after the last flight of the day. This inspection consists of checking the aircraft to determine if it is suitable for another flight by performing visual examination of certain components areas or systems to ensure that no defect exists which would be detrimental to further flight.

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### **POST FLIGHT INSPECTION**

- a. Life Saving equipment personnel should collect the equipment back after flying and carry out the necessary inspection for its serviceability whether it can be used next time or not. If any trouble is found it should be removed immediately with a tag showing reason.
- b. Check the external condition of packed parachute and related documents for any due inspection.
- c. Release the elastic cords from its hook/eyelet.
- d. Ensure the safety tie & label for good condition.
- e. Keep ready for installation on next day.