

SAFETY GRAM 4.0

October 2021



Air Force Aero Clubs,


Sound maintenance practices are an important part of any aviation operation and is something Air Force Aero Clubs should pride themselves on doing well. Most club members are probably familiar with basic inspection schedules; 50-hr, 100-hr, and annual inspections because it is something checked during dispatch before flying. We are also well aware of how to write maintenance squawks up when something is not working so we can continue fly. There is one maintenance action that many club members might not be aware of, unscheduled maintenance inspections/checks.

Unscheduled maintenance inspections are typically located in the specific aircraft maintenance manuals and cover specific areas like hard landings, over-speeds, extreme turbulence encounters, and many other areas that may require a thorough look after the aircraft experiences something unexpected while operating. These inspections are extremely important to be performed by a qualified maintenance professional before the airplane flies again to ensure it is actually still safe for flight.

While reviewing this topic I looked up information on the T-41/Cessna-172, which is by far the most popular and predominant aircraft model throughout the Air Force Aero Clubs. The T-41 or Cessna 172F (civilian equivalent) maintenance manual for aircraft built 1963-1968 actually does not have specific unscheduled inspections/checks published, but does list various repairs for what newer Cessna-172 maintenance manuals specify in their unscheduled maintenance inspections section. I would recommend Aero Club Managers, Instructors, Maintenance personnel, and Members become familiar with what may require an unscheduled inspection on aircraft models flown at their club and also see if more recent maintenance manuals outline the inspections in a better manner than the original.

Bottom line if something happens to an aircraft unexpectedly that could cause damage or make the aircraft unsafe, be sure to write it-up as a squawk, so Aero Club personnel can ensure any special unscheduled inspections are accomplished as required. Furthermore, if you see a write-up and think it may require an unscheduled maintenance inspection prior to flight and unsure if it was accomplished, bring it up with Aero Club staff to ensure that airplane truly is safe and ready to fly.

Fly Safely,



Jonathan "SAS" Koch, Lt Col, USAF
Director of Operations & Safety USAF Aero Clubs
Jonathan.koch@us.af.mil