(1) All units—for poor condition and insecurity of attachment.
(2) Shock absorbing devices—for improper oleo fluid level.
(3) Linkages, trusses, and members—for undue or excessive wear fatigue, and distortion.
(4) Retracting and locking mechanism—for improper operation.
(5) Hydraulic lines—for leakage.
(6) Electrical system—for chafing and improper operation of switches.
(7) Wheels—for cracks, defects, and condition of bearings.
(8) Tires—for wear and cuts.
(9) Brakes—for improper adjustment.
(10) Floats and skis—for insecure attachment and obvious or apparent defects.

(f) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components of the wing and center section assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, and insecurity of attachment.

(g) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components and systems that make up the complete empennage assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation.

(h) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the propeller group:
(1) Propeller assembly—for cracks, nicks, binds, and oil leakage.
(2) Bolts—for improper torquing and lack of safetying.
(3) Anti-icing devices—for improper operations and obvious defects.
(4) Control mechanisms—for improper operation, insecure mounting, and restricted travel.

(i) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the radio group:
(1) Radio and electronic equipment—for improper installation and insecure mounting.
(2) Wiring and conduits—for improper routing, insecure mounting, and obvious defects.
(3) Bonding and shielding—for improper installation and poor condition.
(4) Antenna including trailing antenna—for poor condition, insecure mounting, and improper operation.

(j) Each person performing an annual or 100-hour inspection shall inspect (where applicable) each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.

APPENDIX E TO PART 43—ALTIMETER SYSTEM TEST AND INSPECTION

Each person performing the altimeter system tests and inspections required by §91.411 of this chapter must comply with the following:

(a) Static pressure system:
(1) Ensure freedom from entrapped moisture and restrictions.
(2) Perform a proof test to demonstrate the integrity of the static pressure system in a manner acceptable to the Administrator. For airplanes certificated under part 25 of this chapter, determine that leakage is within the tolerances established by §25.1325.
(3) Determine that the static port heater, if installed, is operative.
(4) Ensure that no alterations or deformations of the airframe surface have been made that would affect the relationship between air pressure in the static pressure system and true ambient static air pressure for any flight condition.

(b) Altimeter:
(1) Test by an appropriately rated repair facility in accordance with the following subparagraphs. Unless otherwise specified, each test for performance may be conducted with the instrument subjected to vibration. When tests are conducted with the temperature substantially different from ambient temperature of approximately 25 degrees C., allowance shall be made for the variation from the specified condition.

(i) *Scale error.* With the barometric pressure scale at 29.92 inches of mercury, the altimeter shall be subjected successively to pressures corresponding to the altitude specified in Table I up to the maximum normally expected operating altitude of the airplane in which the altimeter is to be installed. The reduction in pressure shall be made at a rate not in excess of 20,000 feet per minute to within approximately 2,000 feet of the test point. The test point shall be approached at a rate compatible with the test equipment. The altimeter shall be kept at the pressure corresponding to each test point for at least 1 minute, but not more than 10 minutes, before a reading is taken. The error at all test points must not exceed the tolerances specified in Table I.

(ii) *Hysteresis.* The hysteresis test shall begin not more than 15 minutes after the altimeter's initial exposure to the pressure corresponding to the upper limit of the scale error test prescribed in subparagraph (i); and while the altimeter is at this pressure, the hysteresis test shall commence. Pressure shall be increased at a rate simulating a descent in altitude at the rate of 5,000 to 20,000 feet per minute until within 3,000 feet of the first test point (50 percent of maximum altitude). The test point shall then be approached at a rate of approximately 3,000 feet per minute. The altimeter shall be kept