

Owner Assisted Annual Inspections



Steve Snyder A&P/IA
Duncan Aviation-Technical Training
Coordinator
Flying High Aviation-Owner

Owner Assisted Annual Inspections

- Steve Snyder
 - Got my A&P from SLCC
 - Duncan Aviation, Airframe, Sheetmetal and Composite, Training
 - Utah Division of Aeronautics, A&P/IA
 - Flying High Aviation, Owner, A&P/IA
 - Worked on a variety of aircraft from gliders and experimental to Global Express and GV's.
 - King Air 200/300, Lycoming and Continental Engines Factory Service Training, Abaris Composite Training

STOP!

• THIS PRESENTATION IS INTENDED AS REFERENCE AND EDUCATIONAL MATERIAL ONLY AND IS **NOT** TO BE USED AS A SOURCE FOR MAINTENANCE, SERVICE OR OVERHAUL OF ANY AIRCRAFT, AIRCRAFT COMPONENTS OR PRODUCTS.

• **WARNING:**

• YOU MUST CONSULT ALL APPLICABLE SERVICE MANUALS, MAINTENANCE MANUALS, OVERHAUL MANUALS, ACTIVE SERVICE BULLETINS, SERVICE LETTERS, SERVICE ADVISORIES, SERVICE INSTRUCTIONS, AND FAA AIRWORTHINESS DIRECTIVES WHEN PERFORMING MAINTENANCE. FAILURE TO DO SO MAY RESULT IN A DANGEROUS CONDITION OR FAILURE OF A COMPONENT THAT COULD RESULT IN DEATH, SERIOUS BODILY INJURY, AND/OR SUBSTANTIAL PROPERTY DAMAGE.

Owner Assisted Annual Inspections

Goals for this session:

- **Legal aspects**
- **Pro's and Con's**
- **Shop Etiquette**

Owner Assisted Annual Inspections

- Legal aspects concerning owner assisted annuals
- Why do we do annuals?
- Who can do an annual?
- What parts of the annual can the owner assist with?

Owner Assisted Annual Inspections

- 14 CFR Subpart E 91.409
- (a) Except as provided in [paragraph \(c\)](#) of this section, no person may operate an aircraft unless, within the preceding 12 calendar months, it has had—
 - (1) An annual inspection in accordance with [part 43 of this chapter](#) and has been approved for return to service by a person authorized by [§ 43.7 of this chapter](#);
- The owner or operator of an aircraft is primarily responsible for maintaining that aircraft in an airworthy condition, including compliance with [part 39 of this chapter](#).

Owner Assisted Annual Inspections

- 65.95 Inspection authorization
- Perform an annual, or perform or supervise a progressive inspection according to [§§ 43.13](#) and [43.15 of this chapter](#).
- 14 CFR 43.3(d)

Owner Assisted Annual Inspections

- A person working under the supervision of a holder of a mechanic or repairman certificate may perform the maintenance, preventive maintenance, and alterations that his supervisor is authorized to perform, if the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly and if the supervisor is readily available, in person, for consultation. However, this paragraph does not authorize the performance of any inspection required by [Part 91](#) or [Part 125 of this chapter](#) or any inspection performed after a major repair or alteration.

Owner Assisted Annual Inspections

- How can an owner legally assist with an Annual inspection?
 - 14 CFR 43 Appendix A Paragraph C: Preventive Maintenance.
 - Preventive maintenance is limited...provided it does not involve complex assembly operations.

Owner Assisted Annual Inspections

- Each person performing an annual or 100-hour inspection shall use a checklist while performing the inspection. The checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected or one obtained from another source. This checklist must include the scope and detail of the items contained in appendix D to this part and [paragraph \(b\)](#) of this section.

Owner Assisted Annual Inspections

- What are we inspecting during an annual inspection?
 - 14 CFR Appendix D to Part 43—Scope and Detail of Items (as Applicable to the Particular Aircraft) To Be Included in Annual and 100-Hour Inspections
 - <https://www.ecfr.gov/current/title-14/part-43/appendix-Appendix%20D%20to%20Part%2043>
 - Checklist

Owner Assisted Annual Inspections

Pro's and Con's of assisting with the annual inspection on your aircraft.

Owner Assisted Annual Inspections

• Pro's:

- Become more familiar with the aircraft
- Learn how the systems operate
- Allows you the chance to learn how to **properly and safely** perform preventive maintenance.
- You are the one flying it! You should also be the one invested in the care and maintenance of it!

Owner Assisted Annual Inspections

- **Con's:**
- Not all A&P/IA's will do owner assisted annuals.
- The mechanic may still charge the same amount even with the owner assisting. (Remember, you are paying the IA hourly. If you are there, he is there.)
- Getting schedules to line up.
- No mechanical skills.

Owner Assisted Annual Inspections

Shop and Inspection Etiquette

Owner Assisted Annual Inspections

- The IA has final say on all maintenance and the work done.
- A lot of the time you in the IA's hangar. You are in his shop.
- You are using his tools.
- Remember, you are paying for his knowledge, experience as well as his time and tools.

Owner Assisted Annual Inspections

- Be teachable
 - Listen, learn and ask questions.
- Don't try to cut corners!
 - Do it to learn, not just to save money!
- I don't put up with: "Well the last guy said it was fine!"
 - Remember, the A&P/IA has final say.
- Have fun.
 - It isn't something to dread! Its chance to get to know your aircraft better!

Owner Assisted Annual Inspections

Questions?