

Retesting after Failure

Present the Ground Training Record
from the original type of test

(Private, Instrument, Commercial, CFI, etc.)

Aircraft Inspection/Maintenance Status Sheet for N_____

Current hour meter time _____

Date Prepared _____, 200__

Inspection	Date/ Time Done	Due Again
Annual or Progressive ¹ (you always need one of these)		
100 Hour ² (required only when you are going to fly for hire)		
Transponder Test ³ (required because you have one installed)(because of where we fly)		
ELT inspection ⁴ (required because you have one installed)		
ELT battery ⁴ (required because you have one installed)		
VOR accuracy check ⁵ (required if you are going to fly under IFR)	(Date/Place/Bearing Error/Signature)	
Altimeter/Static System Test ⁵ (required if you are going to fly under IFR)		
Life Limited PART ⁶	Description	
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AIRWORTHINESS DIRECTIVES		
Recurring AD ____ - ____ - ____		
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¹ If it's a progressive, you need to know the inspection intervals, probably every 50 hours.

²We will not be for hire on a FAA flight test.

³ If it's installed, it must be ON. If it's ON it needs to have the inspection. If you fly within mode C veil or in or above Class C or above 10,000 ft, you have to have one unless you are waived.

⁴If the plane is not flown exclusively for flight training it is subject to 91.207

⁵Only if the flight is under IFR.

⁶Some aircraft have life limits for wings, etc.