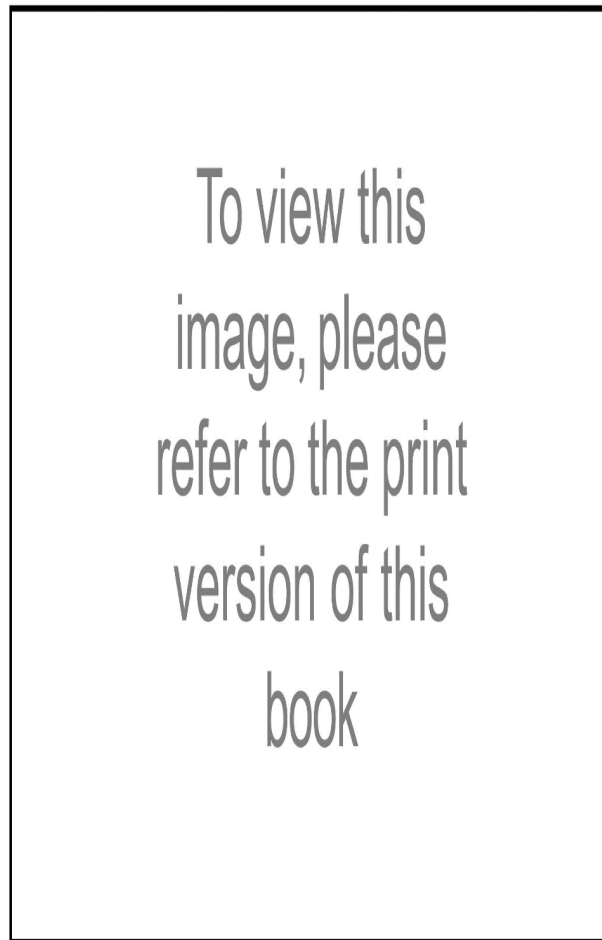


## Aircraft Maintenance

“The 100-hour limitation may be exceeded by not more than 10 hours while en route to reach a place where the inspection can be done. The excess time used to reach a place where the inspection can be done must be included in computing the next 100 hours of time in service.” The required items for the 100-hour inspection are also outlined in FAR Part 43 Appendix D—Scope and Detail of Items to Be Included in Annual and 100-Hour Inspections.

### ENGINE OVERHAUL

Looming on the horizon of every aircraft in service is engine TBO. When your mechanic tells you it’s time, there are three possible maintenance solutions: Replace your engine with a new one, replace it with a rebuilt engine, or overhaul it. Replacement with a new engine can be extremely expensive and is typically not an economically viable solution. Most owners opt to have their engines rebuilt or overhauled (Figure 3-1). To make the



**Fig. 3-1.** *An engine awaits overhaul.* (Photo courtesy of T.W. Smith Engine Co., Inc.)