

## Aircraft Maintenance

you observed them. Telling your mechanic that the airplane has a vibration is like telling your doctor you're sick. You must be specific. A low-frequency vibration coming from under the airplane in icing conditions points to a very different problem than a high-frequency vibration in a cruise descent coming from the area of the engine cowling.

Pertinent information should include the following:

1. A precise description of the problem.
2. The severity of the problem.
3. The power setting at the time of the problem.
4. The engine instrument indications during the problem.
5. The corrective measures you attempted and their results.
6. The flight condition at the time of the problem: cruise, slow flight, descent, etc.
7. The approximate gross weight and loading.
8. The outside air temperature.
9. The presence of visible precipitation: rain, ice, snow, etc.
10. The type and severity of any damage.
11. The known causes of damage.

Another pet peeve of many mechanics is the pilot who says, "There's a rivet missing. See ya after lunch." In describing problems, be specific about locations and use correct terminology such as forward or aft, port or starboard (left and right are acceptable, as viewed from the pilot's seat), upper or lower, inboard or outboard, and leading edge or trailing edge. For example, there is a 1-inch crack on the lower outboard trailing edge of the port aileron.

An airworthy flight results from a thorough preflight. Check for signs of security and attrition, practice preventive maintenance, be aware of airframe and engine performance during flight, and when necessary, get proper maintenance by a qualified mechanic.