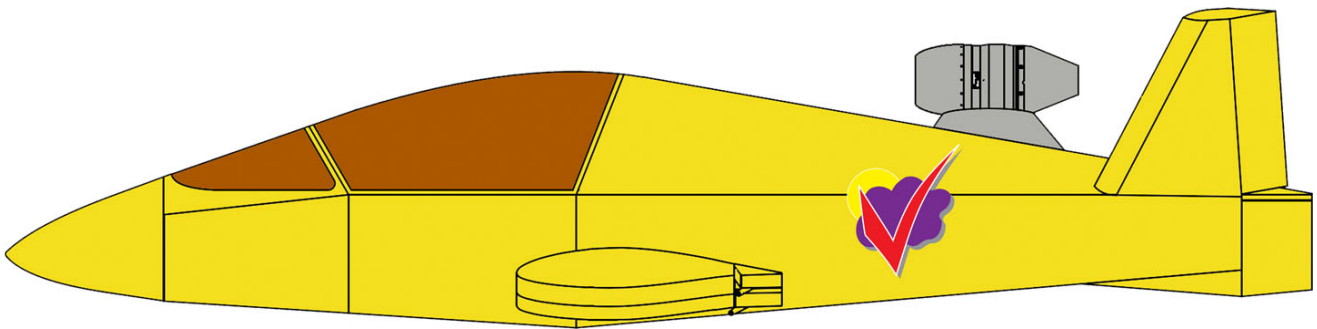


# SubSonex JSX-2

## INSPECTION PROGRAM



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# SubSonex JSX-2

BUILDER: \_\_\_\_\_  
SERIAL NUMBER: JSX \_\_\_\_\_  
REGISTRATION NUMBER: N \_\_\_\_\_  
REGISTERED OWNER: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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# List of Effective Pages

Following is a list of pages contained in this inspection program, the current revision level of each, and the date of most recent revision. Each person conducting an inspection of this aircraft must assure that this inspection program incorporates the latest revisions.

Page Number	Revision	Date
Cover	Original	11/19/2014
2	Original	11/19/2014
3	A	01/19/2021
4	A	01/19/2021
5	Original	11/19/2014
6	A	01/19/2021
7	A	01/19/2021
8	A	01/19/2021
9	A	01/19/2021
10	A	01/19/2021
11	A	01/19/2021

## Method of Revision

1. Revisions to this inspection program must be submitted to the cognizant Federal Aviation Administration (FAA) FAA Flight Standards District Office (FSDO) for approval.
2. Once FSDO approval is received, revised pages must be inserted into the inspection program and superseded pages removed
3. Updated pages must be entered into the “List of Effective Pages” to reflect the page number, revision, and date.

# Introduction

## Inspection Program Responsibility

The owner of the aircraft identified on page 2 is responsible for scheduling and supervising the inspections required by this program.

The aircraft is based at \_\_\_\_\_. Should the aircraft be relocated to a different permanent location, the owner will notify the cognizant FAA FSDO, and furnish them with a copy of the approved inspection program. (REF: Item number(s) \_\_\_\_\_ of the aircraft's operating limitations.)

The owner is responsible to ensure that inspections are performed in accordance with this inspection program and are recorded in the aircraft maintenance records as required by the aircraft's operating limitations (REF: Item number(s) \_\_\_\_\_).

Equipment installed to meet regulatory requirements must be inspected and maintained in accordance with the applicable requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 91. Said maintenance or inspection shall be recorded in the aircraft's maintenance records.

# Inspection Program

The inspection program includes the following items to be complied with at the specified intervals:

- 1) (a): After Initial Engine Runs, Prior to Aircraft First Flight  
(b): 10 Hours After Aircraft First Flight
- 2) Preflight Inspection: Before the first flight of the day
- 3) 10-hour inspection: Each 10 hours of operation
- 4) 50-hour/100 engine starts engine borescope inspection
- 5) 100-hour/12 month inspection: Each 100 hours of operation or 12 calendar months, whichever occurs first
- 6) Post-inspection function and systems check: As required
- 7) 300-hour/600 engine starts engine inspection/overhaul

## Supporting Documents

The owner shall ensure that all inspections are performed in accordance with the applicable SubSonex JSX-2 and other manufacturer maintenance documents. In addition, the owner shall ensure that maintenance record entries are made in accordance with the aircraft's operating limitations and retained in accordance with 14 CFR 91.417.

The following maintenance documents should be readily available for reference during the performance of inspections:

- 1) SubSonex JSX-2 Pilot Operating Handbook
- 2) SubSonex JSX-2 Assembly Instructions
- 3) PBS Velka Bites, a.s. Operation and Maintenance Manual PP-22E3S (or later revision)
- 4) Ballistic Recovery Systems, Inc., Owner's Manual And General Installation Guide (BRS, Inc. part number 02-00002-01, revision A or later)

# Recording of Inspections

Inspections required by the operating limitations of this aircraft should be recorded in the aircraft's maintenance records with the following or a similarly worded statement:

**I certify that this aircraft has been inspected on [insert date] in accordance with the scope and detail of the SubSonex JSX-2 Inspection program dated 01/19/2021 and found to be in a condition for safe operation.**

**Aircraft Total Time:** \_\_\_\_\_ **Type of Inspection:** \_\_\_\_\_

**Signature:** \_\_\_\_\_ **Mechanic Certificate #:** \_\_\_\_\_

(REF: Item number \_\_\_\_\_ of the aircraft's operating limitations)

## Limitations

This inspection program recommends that the following components be serviced in accordance with the manufacturer's instructions at the specified intervals:

Engine: PBS TJ 100

BRS Parachute

BRS Parachute Rocket

300 Hours – Inspection

6 Years – Repack

Per Label on Rocket – Replace

# Fuels, Oils, and Lubricants

Fuel	Jet A, Jet A-1, Jet B
Engine Oil	Mobil Jet Oil II, AeroShell Turbine Oil 500
Grease	Multi-purpose NLGI-2
Brake System	Hydraulic Fluid MIL 5606

**NOTE: Above-listed fuels, oils and lubricants may be replaced with an approved equivalent.**

## Inspections

### Interval:

**(a) After Initial Engine Runs, Prior to Aircraft First Flight** - after either initial construction of the aircraft, or after any maintenance/repair/replacement of the fuel cell or JSX-G02-17 ESF foam cubes

**(b) 10 Hours After Aircraft First Flight** - after either initial construction of the aircraft, or after any maintenance/repair/replacement of the fuel cell or JSX-G02-17 ESF foam cubes

- (1) Inspect and clean primary fuel filter (Drawing JSX-G03, Detail C).
- (2) If any contamination is found during step (1) above, inspect and clean all filters, including fuel pump and engine filters.

### Interval: Daily (Pre-Flight)

Refer to SubSonex JSX-2 Pilot Operating Handbook

### Interval: 10 Hours

Change engine oil and clean screen

(Refer to PBS Velka Bites, a.s. Operation and Maintenance Manual PP-22E3S (or later revision))

### Interval: 50 Hours or 100 Engine Starts (whichever comes first)

Engine borescope inspection

(Refer to PBS Velka Bites, a.s. Operation and Maintenance Manual PP-22E3S (or later revision))

N \_\_\_\_\_  
Revision: A  
Date: 01/19/2021



**Interval: 100 Hours or Annually**

**(a) Nose Cone:**

- (1) Remove nose cone
- (2) Inspect batteries for security of mounting and connections
- (3) Inspect battery cables for deterioration
- (4) Inspect nose gear steering cables and pulleys for wear and security of attachment
- (5) Inspect pitot, static, and AOA lines for security of attachment and deterioration
- (6) Inspect cabin heater for security of mounting and attachment of lines and hoses
- (7) Inspect comm antenna for security of mounting and connection
- (8) Reinstall nose cone

**(b) Forward fuselage and cockpit:**

- (1) Inspect forward fuselage structure for damage, deterioration, and loose or missing rivets
- (2) Inspect canopy and windshield for security of attachment, deterioration, and damage
- (3) Inspect canopy latch for proper operation
- (4) Remove glare shield
- (5) Inspect installed avionics units for security of mounting, wire and cable routing, connection and chafing
- (6) Inspect Transponder to verify compliance with 14 CFR 91.41
- (7) Inspect Altimeter and pitot-static system to verify compliance with 14 CFR 91.411
- (8) Inspect panel-mounted avionics and instruments for security of mounting and proper operation
- (9) Reinstall glare shield
- (10) Remove interior side panels and upholstery
- (11) Inspect primary flight control stick and torque tube for security of mounting and proper operation
- (12) Inspect rudder pedals for security mounting and rudder cable attachment
- (13) Inspect rudder cables for wear, chafing and routing
- (14) Inspect safety harness for security of mounting, operation of buckles, and wear/damage
- (15) Inspect fuel tank for security of mounting, leakage and chafing
- (16) Inspect fuel lines and connections for routing, chafing and leakage
- (17) Clean and inspect all fuel filters, including fuel pump and engine filters.
- (18) Inspect fuel valve for leakage and ease of operation
- (19) Inspect flap/brake lever for proper operation
- (20) Inspect brake master cylinder for security of mounting and fluid level
- (21) Inspect brake lines for condition and leakage
- (22) Inspect oxygen system for security of mounting, leakage and operation
- (23) Reinstall interior side panels and upholstery

**(c) Wings:**

- (1) Inspect center section structure left and right side for damage, deterioration, and loose or missing rivets
- (2) Inspect outer wing panels left and right side for damage, deterioration, and loose or missing rivets
- (3) Remove all inspection panels
- (4) Inspect wing attach points for proper hardware, security of attachment, damage and distortion
- (5) Inspect Left and right flap for security of attachment, damage, and proper operation
- (6) Inspect left and right flap pushrods for security of attachment and rod end condition
- (7) Inspect left and right aileron for security of attachment, damage, and proper operation
- (8) Inspect left and right aileron pushrods for security of attachment and rod end condition
- (9) Inspect left and right aileron bell cranks for security of attachment and rod end condition
- (10) Reinstall inspection panels
- (11) Inspect wingtip strobes for damage and proper operation

**(d) Landing gear:**

- (1) Conduct landing gear retraction test
- (2) Inspect landing gear doors for security of attachment, damage, and proper adjustment
- (3) Inspect main landing gear retracting mechanism for wear and proper operation
- (4) Inspect nose landing gear retracting mechanism for wear and proper operation
- (5) Inspect pneumatic cylinders and lines for proper attachment, chafing and leakage
- (6) Check landing gear position indicator lights for proper operation
- (7) Inspect wheels for damage and condition of bearings
- (8) Inspect tires for proper inflation (75 psi), wear and damage
- (9) Inspect brakes for wear
- (10) Inspect brake lines for leakage, proper routing, and chafing

**(e) Rear fuselage and engine:**

- (1) Inspect rear fuselage structure for damage, deterioration, and loose or missing rivets
- (2) Remove control mixer access panel
- (3) Inspect control mixer for proper operation, security, rod end condition and attachment
- (4) Reinstall control mixer access panel
- (5) Remove front and rear engine cowlings
- (6) Remove engine pylon fairing
- (7) Remove engine lower inspection panel (on aircraft underside)
- (8) Inspect engine mounts for cracks, damage, security, and looseness of engine to mount
- (9) Inspect lines and hoses for leaks, deterioration and proper routing
- (10) Inspect engine spark box for security of mounting
- (11) Inspect spark box wiring for security of connections, routing and chafing
- (12) Inspect cowlings and pylon fairing for cracks or damage

(Continued on following page)

(Rear fuselage and engine continued)

- (13) Reinstall engine lower inspection panel
- (14) Reinstall pylon fairing
- (15) Reinstall front and rear engine cowlings

**(f)** Empennage:

- (1) Inspect left and right stabilizers for damage, deterioration, and loose or missing rivets
- (2) Inspect left and right ruddervators for security of attachment, damage, deterioration, and proper operation
- (3) Inspect ruddervator counterweights for security of attachment
- (4) Inspect control pushrod rod ends for condition and security of attachment
- (5) Inspect rudder for condition and security of attachment
- (6) Inspect rudder cables for security of attachment, wear and chafing
- (7) Remove tail fairing
- (8) Inspect tail attachment for security and condition
- (9) Replace tail fairing
- (10) Inspect tailskid for security of attachment, wear and damage

**(g)** Perform operational ground check

**Interval: 300 Hours or 600 Engine Starts** (whichever comes first)

Engine inspection/overhaul

(Refer to PBS Velka Bites, a.s. Operation and Maintenance Manual PP-22E3S (or later revision))