



I have listed some clarification of what the technical inspectors will be looking at. Even though we will be looking for apparent issues, you, your mechanic or builder will know the airplane much better than we do. Let's all have safe and rewarding experience at Reno.

Clarification of Safety Signoff Items

Airworthiness Certificate / Operating Limitations / Aircraft Registration/Race Insurance

It's important that you have a current Airworthiness Certificate, Operating Limitations and Registration with you. You should have this anyway but in getting ready for Reno some items are removed from the plane. These are paperwork items but absolutely no flying without this information.

Experimental Placard

I think everybody already has this in their plane but just make sure it's there, you can have one made during Reno but you have enough to do.

Engine and Cowling

With the cowl off, both upper and lower for turbo charged engines and only the top cowl for non-turbo engines, we will be inspecting the following items and then some. Please have your cowls off prior to us showing up for inspection, with 40 + planes to do and everyone wanting to get on the course all the pre-prep is appreciated.

- 1) Hoses are properly routed and secured
- 2) Fire Sleeve on all critical fuel and oil lines
- 3) Exhaust is not rubbing or burning hoses, cowl etc and secure (we have had issues with exhaust in previous years)
- 4) Noticeable oil leaks which could cause issues (not only fire but loss of prop control)
- 5) Throttle and Prop Controls properly secured and installed
- 6) Baffling secure and in good shape
- 7) Steel locknuts under cowl on critical controls
- 8) Critical fuel and oil fittings should be steel not aluminum under the cowl (some planes do not lend itself to all steel fittings)
- 9) Motor mounts on engine and attachment at firewall secure

Propeller

Over the years we have seen a lot of propeller issues both on and off the course. We will be checking for some of the following.

- 1) Excessive oil leaking from hub
- 2) Nicks and scrapes on blades
- 3) Appearance of fretting or movement
- 4) Nose spinner cracks and secure
- 5) Inquire as to proper operation and response during flight

Wings and Fuselage

The wings and fuselage inspection will be more general looking for some of the following.

- 1) Strikes on wings and fuselage either bird or hanger rash that could cause a problem
- 2) Streaking around rivets indicating loose or working parts
- 3) Cracks in wing skins and fuselage not associated with bodywork
- 4) Fabric loose or working
- 5) Unexplained wrinkles in wing or fuselage skins
- 6) Fairings secure
- 7) Ballast properly secured

Tail Assembly / Trim Tabs

Tail assemblies will be general but trim tabs looked at more closely we will look at some of the following.

- 1) Horizontal for impact damage
- 2) Cracks in horizontal from either flight stress or ground handling
- 3) Streaking around rivets
- 4) Attached, secured (no unexplained movement in horizontal)
- 5) Trim tab attachment, hinges and control points
- 6) Demonstrate full movement of trim tab

Canopy Hinges and Latches

General Inspection

- 1) Hinges secure
- 2) Latch system secure
- 3) Any quick release system secure
- 4) No major cracks or distortion from crazing or damage

Wheels/Tires/Brakes

We all like to fly and go but we must also land and stop let's make sure our wheels, tires and brakes are in good condition. We will be looking for the following.

- 1) Tire condition i.e.: wear, cracking, cuts, flat spots
- 2) Wheels for scrapes and dents
- 3) Brake pads for noticeable wear
- 4) Gear door attachments
- 5) Wheel pants

Flight Controls

Flight control inspection will be more intensive. We will be looking for some of the following.

- 1) Free movement from stick or wheel of flight controls
- 2) Excessive play in control linkage
- 3) Secure control linkages
- 4) Aileron attach points free from excessive movement and slop
- 5) Rudder attach points free from excessive movement and slop
- 6) Elevator attach points free from excessive movement and slop
- 7) Restricted movement or catching-popping in any flight control

Cockpit

- 1) Loose items
- 2) Interference with flight controls
- 3) Free and complete movement of engine and prop controls
- 4) Any camera's, water and ADI tanks properly secured

Safety Harness

- 1) Good condition
- 2) Secure
- 3) Knowledge of operation

Fire Extinguisher

- 1) Position /Within reach
- 2) Charged
- 3) Knowledge of operation

Radio

Some racers move their antennas to the inside during the races. Make sure you can still receive and transmit.

- 1) Operation of radio

Personal Equipment

- 1) Flight suit
- 2) Gloves
- 3) Shoes
- 4) Glasses
- 5) Helmet

Proper Race Numbers

- 1) Proper size and position on tail / Fuselage
- 2) Proper size and position Lower Right wing
- 3) Proper size and position on upper Left wing
- 4) Contrasting Colors