



INTERNATIONAL AEROBATIC CLUB

Official Contest Technical Inspection

The following checklist is to be used for conducting technical inspections and meets the entrance requirements for contest or rally participation. **NOTE:** The Technical Inspection comprises a thorough "walk around" and is not a condition inspection. Proof of a current Annual or Condition Inspection is considered adequate evidence of compliance with all applicable regulatory inspections, AD's and Service Bulletins. Removal of cowlings, inspection plates, etc., will not be required unless there is obvious evidence of an underlying problem. Excessive or unfair inspections may be the subject of a Protest.

CONTEST: Name: _____ Date: _____
Location: _____

PILOT: Name: _____ IAC #: _____ Please Initial: _____
Type: Power Glider
Category: Primary Sportsman Intermediate Advanced Unlimited

AIRCRAFT: Make/Model _____ "N" Number _____

AIRCRAFT PAPERWORK

- | | |
|---|--|
| <input type="checkbox"/> IAC Membership Card | <input type="checkbox"/> Certificate of Airworthiness |
| <input type="checkbox"/> Recreational Pilot Certificate | <input type="checkbox"/> Annual or Condition Inspection (Copy OK) |
| <input type="checkbox"/> Medical | <input type="checkbox"/> Operating Limitations (Copy OK) |
| <input type="checkbox"/> Registration | <input type="checkbox"/> Parachute Log – Current Pack (Original – per FAA) |
| <input type="checkbox"/> Proof of Insurance (Copy OK) | <input type="checkbox"/> Weight & Balance (Computed for Competition) |

MECHANICAL CONDITION (Check items that are hazardous or may affect safety)

- | | |
|--|--|
| <input type="checkbox"/> Cockpit area (Loose objects, seat belts, shoulder harness, canopy security, windscreen, etc.) | <input type="checkbox"/> Cowl (security, evidence of leaks) |
| <input type="checkbox"/> Play in any tail attach fittings (shake test) | <input type="checkbox"/> Exhaust (cracks, security) |
| <input type="checkbox"/> Elevator and rudder (freedom of movement) | <input type="checkbox"/> Fuel leaks (fuel must be leaking to disqualify; stains should be brought to pilot's attention) |
| <input type="checkbox"/> Elevator trim condition (excessive play) | <input type="checkbox"/> Excessive oil leaks |
| <input type="checkbox"/> Tail wires or struts (if installed) | <input type="checkbox"/> Unsafe loose or chafed wires or hoses (other hazards observed through cowl openings) |
| <input type="checkbox"/> Loose or foreign objects in tail | <input type="checkbox"/> Landing gear (condition) |
| <input type="checkbox"/> Leading edge (condition) | <input type="checkbox"/> Tail wheel - Inflation, steering springs |
| <input type="checkbox"/> Wrinkles in fuselage fabric, metal or composite surface (structural problems?) | <input type="checkbox"/> Brakes (condition, leaks) |
| <input type="checkbox"/> Condition of wing fabric, metal, or composite covering (wrinkles, popped rivets, loose tapes, etc.) | <input type="checkbox"/> Tires inflation & condition (Zlin 50, Sukhoi, Yak-55, etc tires will show high wear. If no chord shows – acceptable.) |
| <input type="checkbox"/> Ailerons (freedom of movement, excessive play) | <input type="checkbox"/> Wheel pants – if installed (security) |
| <input type="checkbox"/> Flying wires/struts, (tension, condition, corrosion) | |
| <input type="checkbox"/> Propeller and spinner (condition, security) | |

Technical Inspector

Date