



# INTERNATIONAL AEROBATIC CLUB

## Official Technical Inspection Form

The following checklist is to be used for conducting technical inspections at IAC Sanctioned events 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: Kathy Jaffe Challenge  
Location: Lumberton, NJ Date: 8/25/2017

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

**AIRCRAFT:** Make/Model \_\_\_\_\_ "N" Number \_\_\_\_\_

### AIRCRAFT AND PILOT PAPERWORK

- IAC Membership Card or FAI Sporting License
- Pilot Certificate
- Medical Certification (See table on page 2 of this form)
- Registration
- Proof of Insurance (Copy OK)
- Certificate of Airworthiness
- Annual or Condition Inspection (Copy OK)
- Operating Limitations (Copy OK)
- Parachute Log showing current pack (180 days)
- Weight & Balance (Copy OK)

### MECHANICAL CONDITION (Inspect all items and mark only those that may affect safety. Once an item is corrected, note it on page 2)

- Cockpit area (loose objects, seat belts, shoulder harness, canopy security, windscreen, etc.)
- Ailerons (freedom of movement, excessive play, condition of hinges, etc.)
- Flying and Landing wires / struts – if applicable (tension, condition, corrosion)
- Condition of wing fabric, metal or composite surfaces (wrinkles, popped rivets, loose tapes, etc.)
- Propeller and spinner (condition, security)
- Cowl (security)
- Unsafe, loose or chafed wires or hoses (other hazards as can be observed through cowl openings)
- Fuel leaks (fuel must be leaking to disqualify – stains should be brought to pilot's attention)
- Excessive oil leaks
- Exhaust (cracks, security)
- Landing gear (condition)
- Brakes (condition, fluid leaks)
- Tires (inflation, excessive wear)
- Wheel pants – if installed (security)
- Condition of fuselage fabric, metal or composite surfaces (wrinkles, popped rivets, loose tapes, etc.)
- Loose or foreign objects in fuselage / tail
- Tail attach fittings (no play, condition)
- Tail wires or struts (if applicable)
- Elevator and rudder (freedom of movement)
- Elevator trim (condition, excessive play)
- Tail wheel (condition, inflation, springs, security)

**Items corrected from page 1: (Note each unsafe item and how corrected. All Unsafe items must be corrected prior to registration.**

None Noted

Unsafe items noted:

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How Corrected:

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\_\_\_\_\_  
Technical Inspector

\_\_\_\_\_  
Date

<b>Minimum Medical Certification (Ref: Rule 2.1)</b>	
Flying Power Airplane, non-LSA	FAA Class III or Basic Med (after 1 May 2017)
Flying LSA	Valid U.S. driver's license
Flying Glider	Attest to freedom from medical issues
Military Pilot	Form issued by any branch of U.S. Armed Forces
Non-USA Certified Pilot	Medical certificate issued by licensing country
Competitor Flying with a Safety Pilot	No Minimum Requirement