



Sports Class Racing
Tech Forum during Presidents Meeting

The FAA in DC has been wanting to implement tech inspection rules for the Races in all classes. We want to be pro active to help with the writing of these rules. Current FAA officials associated with the races for years have been very helpful in setting standards that address the concerns without going to the extreme.

The Sports Class does an excellent job addressing most concerns. There are a few things brought up at the meeting that will be new. I will be sending the new inspection sheet with minor changes they would like to see. The Sports Class is unique in the number of designs and variations of designs in the class, I have attached a list of some of the things techs will be looking for. The list needs updating, and I would appreciate everyone's input as to additions and subtractions to the list. I am also trying to collect as many electronic build manuals on the various planes to help support the planes at the races, if you have any I would appreciate getting a copy.

The first item addressed was information on major modifications as outlined by the FAA and RARA. The FAA and RARA are asking for a list of your major modifications and the FSDO you used for the modifications no later than May 1st, this is consistent with prior years. Please refer to RARA's Official Rules section 3, Aircraft Eligibility. Although this information is sent to RARA, they are asking that the documents be available with the Race Team. I would recommend scanning and putting them on a thumb drive or simply take a photo. I will not ask to see them but will inquire if you have them.

Item two was the issue with Applicable AD status and compliance. This would more likely include engine and prop. Some of the engines and props are experimental so AD's are not applicable however if your engine has a certified tag on it and AD's have not been met or modifications have been made there could be an issue. The FAA told me the tag needs to be removed and sent back to the manufacturer. I'm not sure I agree with that but would at least stamp experimental on the tag. Some of these AD's should be looked at even if you are experimental, an example is the fuel line supports on the Lycoming engines. Thank Mark Frederick for noticing that, several engines had not complied with the AD.

Item three requires the crews have available all log books for inspection. The books need to be up to date with the proper sign offs. Again, I will not ask to see them but will inquire if you have them available, I would also recommend you either scan or take photos. A running log book needs to be kept logging maintenance and repairs made during the races.

Another issue that came up was to make sure the Parachute pack date is current. This only pertains to the classes that require that you wear a chute, which the Sports Class does not. So, if you have a chute make it current, although I see no issue with wearing an outdated chute since the class does not require a chute.

Last year wiring of props on the Lycoming's was brought up by one of the FAA guys. They will have to be wired, I know it's a pain, but they will require it. One of the racers gave a compelling argument last year for not wiring the prop. This year they need to be wired and correctly, I'm sure the FAA will be looking this year. Another thing with props this year is I will require the prop to come off and inspected if there is any overspeed issues.

Inspections are not required during PRS, but I will be there asking and answering any questions I can and looking for any noticeable issues. If something is found, we need to address it prior to continued training.

Any questions or recommendations please contact me.

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Thanks

Bob