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Velocity Aircraft Safety Inspection Checklist

General Best Practices:

• Never place tools or loose parts on top of engine, inside nose cone area, or other place on the airplane where they can be forgotten and fall off during flight and damage propeller instead have a work bench or service cart within reach to place tools on to.

• Parts removed from the airplane should be placed on a single clean workbench or shelf in logical order and where all of the parts can be clearly seen with one look. Prior to Return To Service of the airplane that workbench or shelf should be carefully inspected to ensure that all parts have been reinstalled. Parts intending to be discarded should be placed in a separate designated 'Discard' area in logical order and prior to Return To Service the parts in the Discard area should be inventoried and reconciled with the replacement part and after that process should the part be discarded.

• When removing seats or the canard the airplane can fall back on its tail so wing jacks should be placed under the wing spar. • Any work being performed to the airplane should be notated in the aircraft, engine, or propeller logbook. Parts being removed should be identified with the part number and serial number and parts being installed should likewise be identified with part number, serial number, work order or invoice for the reconditioning of that part or purchase.

• Any fluids being added during the repair service of the airplane should be identified by type, brand, and quantity.

• Oil consumption logs including hours flown and quantity and type of oil added should be maintained to verify that the engine is operating within consumption limitations of the manufacturer.

• Aircraft maintenance/ operational discrepancies should be written up with a clear explanation of the discrepancy and the corrective action clearly described in the aircraft logbook.

• All safety sensitive equipment and other parts that can loosen and fall down into the propeller arc should be secured by a locking device such as lock wire, cotter pin, nut plate, all metal locking nuts (in high heat areas), or nylon insert nut. Hardware can be marked with 'Crosscheck' a red plastic like material that will indicate if that hardware has been loostened. Any hardware removed during the course of this inspection should be evaluated to ensure the locking feature of the nut plate or all metal lock nut still provides sufficient thread drag and a thread lubricant such as Boelube or anti-seize should be used. Nylon insert nuts should not be reused.

by Bill Hunter & Friends from this helpful document below: <CHECK THE LINK>

The latest version is on the VOBA site in the Documents section under Owners Documents.

https://s3.amazonaws.com/ClubExpressClubFiles/495146/attach/3166659_1_Velocity_Aircraft_Safety_Inspection_Checklists_REV_17.docx