SportX Aviation LLC

Pre-buy inspection kit — sample checklist excerpt

Experimental / homebuilt buyers · RV line first · Rev A · Oct 2026

FREE SAMPLE

This page is a short excerpt from the SportX pre-buy package for buyers evaluating an experimental or homebuilt aircraft. Use it with your own A&P or repairman as a structured first look — not as a substitute for a professional pre-purchase examination.

> **Educational aid only.** Not an inspection, airworthiness determination, or substitute for a pre-purchase examination by a qualified A&P or repairman. The owner/operator remains responsible for airworthiness. No warranty. Scope and judgment rest with the person who examines the aircraft.

Aircraft make / model

N-number / serial

Seller / location

Date of review

1. Document cross-check (before you travel)

Confirm these match each other. Mismatches are a pause — resolve on paper before you spend travel money.

Item	OK	Flag	Notes
☐ Airworthiness certificate, registration, and data plate N-number / serial agree	☐	☐	
☐ Operating limitations present and match this airframe	☐	☐	
☐ Phase I flight-test sign-off complete (or documented Phase I status clear)	☐	☐	
☐ Condition inspections logged correctly (not as “annuals”) and signed by A&P or the repairman for *this* aircraft	☐	☐	
☐ Equipment list and weight & balance match what is installed	☐	☐	
☐ Major alterations documented; flight test after alteration recorded if required by op limits	☐	☐	

Walk-away cue (sample): Missing or conflicting registration / airworthiness / data plate identity, no usable op limits, or a repairman certificate treated as if it transfers with the airplane — stop and get paperwork straightened out before any deposit or travel.

In the full kit (not in this sample):

- Full airframe, engine, prop, and avionics checklists
- Logbook-review framework with gap and red-flag scoring
- SB/AD applicability red-flag guide for the type
- Compression and damage-history templates
- Complete walk-away criteria sheet

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2. Airframe exterior (sample items)

Mark OK or Flag. Flag means photograph, note location, and decide whether to continue or hire a full pre-buy.

Check	OK	Flag	Notes / location
☐ Skin, rivets, and seams: corrosion, buckling, repaired areas, mismatched fasteners	☐	☐	
☐ Flight controls: free & correct travel, hinge wear, play, cable/pushrod condition	☐	☐	
☐ Landing gear & brakes: attach points, wear, fluid leaks, tire condition	☐	☐	
☐ Empennage / wing attach areas: cracks, elongated holes, previous repair evidence	☐	☐	
☐ Canopy / doors / seals: fit, latch security, cracks in acrylic or frame	☐	☐	

3. Engine compartment (sample items)

Check	OK	Flag	Notes
☐ Oil, fuel, and exhaust leaks; heat damage on nearby lines or structure	☐	☐	
☐ Baffling complete and seated; cooling path intact	☐	☐	
☐ Engine mounts, hardware, and safety wire / cotter pins present where required	☐	☐	
☐ Propeller: nicks, corrosion, tracking; hub hardware secure (defer values to manufacturer data)	☐	☐	
☐ Compression / leak-down results available and recent; unexplained cylinder-to-cylinder spread noted	☐	☐	

Walk-away cues (sample): Structural repair with no log entry; active fuel or oil leak onto hot exhaust; control-system play you cannot explain; missing baffling with heat distress; seller unwilling to allow an independent compression check or logbook review. When in doubt, stop and bring in a qualified inspector before you commit.

How to use this sample: Fill the blanks on a real airplane you are considering, or use it to brief the A&P you hire. If the format is useful, the full SportX kit expands these sections and adds logbook, SB/AD, compression/damage templates, and a complete walk-away sheet. Planned kit price about $299 (working figure). Avionics note: confirm equipment list and W&B match what is installed and that each item functions per its manufacturer's instructions — brand-specific guidance is intentionally omitted.