

Daily Inspections

Objective

All club gliders need to undergo a Daily Inspection (DI) before they are flown. The DI will formally document, using the DI book, whether the glider is serviceable or not. This SOP provides a generic framework for conducting DIs. It is a supplement to DI training not a replacement.

Purpose of the DI

The DI is carried out each day before the glider is flown. It is best done in a methodical order to ensure the same order and technique can be repeated. To carry out a DI it is essential there is easy and unrestricted access to the glider being inspected. The DI book will be signed and dated with the DI finding on completion of the inspection.

A question often asked is: *If a club glider is always rigged and was flown on the previous day, why does it need an inspection?* There are a number of reasons and a few examples are provided below:

- The glider has been landed heavily and not reported, resulting in structural damage
- Someone has worked on the glider and forgot to declare it unserviceable
- An object had become detached, become lodged under the seat and prevents full control movement.
- The glider has been damaged whilst in the hangar (hangar rash).

Who can carry out a DI?

To carry out a DI on a club aircraft you must have received training, been approved to carry out a DI by an instructor and your logbook signed updated. This applies to all new members from 2010 onwards. Grandfather rights apply to members before this date.

DI Considerations

Before beginning the DI consider the following:

- If you are interrupted or distracted for any reason then start the DI from the beginning again to ensure nothing is missed.
- It is essential there is easy and unrestricted access to the glider being inspected.
- Inspect the glider before taking it to the launch point.
- Never rush a DI.
- Always get help for positive checks.
- Report any hanger packing incidents.
- If there is any doubt ask an inspector or instructor.

The Inspection Process

Begin the DI at the cockpit and work slowly around the glider, looking for any obvious damage or faults that need attention, until you return to the starting point. The process described below

Cockpit Area

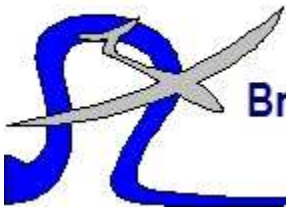
- Check the glider EASA or ARC has not expired. All club gliders have a “Do not fly after date” sticker prominently displayed.
- Check all strap attachments are secure, the harnesses are not damaged, there is no excess fraying and the harness connections lock and release correctly.
- Check instrument panel and ensure there is an ASI and Altimeter, the instruments’ glass is intact and there is no other damage and the panel is secure.
- Check main spar pins are locked correctly (where possible).
- Check the batteries are charged and secure.
- Check floor, rear spar area and seating for loose articles and ensure there are no loose objects that could interfere with the control systems.
- Check all controls, including stick, rudder pedals, release, trimmer, brake lever and flap lever for full and free movement and any exposed connection cables are not frayed.
- Check the canopy locks and locking wire, hinges for wear and Perspex for cracks. Where there are cracks they must be terminated by a drilled hole to prevent expansion.
- Check suspension rubbers on the K13 have not collapsed (behind the rear seat).
- Check the seats have energy absorbing cushions. A club glider cannot be flown without them.
- Check for fitted ballast weights, including water ballast, and remove if necessary.

Fuselage and Wings

- Move around the glider systematically checking fuselage, wings and rudder for, cracks in the gel coat or other signs of damage or stress, especially around under carriage for heavy landing damage. Also check slack fabric, wobbly trailing edges etc as evidence of a previous event.
- Check inside airbrake box for stress cracks on the corners, loose fastenings.
- Check aileron and rudder hinges. And where visible, locking wire or safety pins are fitted and locked.
- Check the control surface (aileron, elevator and rudder) Mylar tape is fixed and secure.
- Check the wing and elevator contact points are taped.
- Check all main, nose and tail wheel tyres are inflated, if in doubt check the pressures.
- Check rudder post for damage.

Positive Control Checks

- All gliders must have a positive control check. This will need a helper to exert physical resistance against the control surface being checked.
- Check ailerons, rudder, flaps and elevator all resist pressure and move in the correct direction, have no excessive wear and are not maladjusted.
- Check that the airbrakes resist both opening and closing pressure, have no excessive wear and are not maladjusted. Make sure when resisting closing pressure.
- Check trimmer, this will depend on the glider type as to whether spring loaded or a trimmer tab type, but check resistance in trimmed forward and back position.



Completing the Inspection

- Check the DI book. It may contain something overlooked during the DI. It may have even been declared unserviceable.
- If the glider does not have a DI book a new book must be procured and an inspector or instructor must validate the DI.
- Enter the date and type of DI (DI or rig and DI), any minor errors found, whether the glider is serviceable or not and your name. If the glider is unserviceable the DI book should prominently record it and an additional note should be placed on the panel. Inform an instructor or inspector.