



Wycombe Air Park, Marlow, Bucks SL7 3DP  
t 01494 442501  
e [info@bookergliding.co.uk](mailto:info@bookergliding.co.uk)  
w [www.bookergliding.co.uk](http://www.bookergliding.co.uk)

## DAILY INSPECTION ADVICE

### FOR CLUB MEMBERS RIGGING AND CHECKING SINGLE SEATERS

While the Daily Inspection may not be the most exciting part of your day, it may just be the most important. The following is a list of actual issues which should have been picked up in the DI:

- flight with a control disconnected
- flight with the tailplane bolt not fully tightened
- glider with a broken DV rail and missing screw...
- ...and the screws in the other rail so loose they were about to detach
- the same glider with its nose hook full of mud
- control connectors completely devoid of grease
- main pins ditto
- unreported (or undetected) damage

This is not an exhaustive list - and it shows that we have a problem with the effectiveness of daily inspections, the level of understanding of what a pilot should be checking and an understanding of how l'Hotelier control connections work.

The first two bullet points hardly need expanding on in terms of risk, but they do highlight the importance of proper **independent checks** as well as care when rigging. The 'secondary' check of holding controls may not pick up a mis-rigged l'Hotelier - this requires a visual/tactile inspection. If you're not sure how to do this find out ASAP, ask next time you are at the airfield. Do, however, continue to do those 'secondary' checks as well, because they can pick up other issues.

*If you are unfamiliar with the workings of a l'Hotelier connection, take a look at the demonstration model in the briefing room.*

**DV rails** and lack of grease affect the financial viability of club gliders. Broken/loose DV rails lead to broken canopies and broken or lost DV panels. A DV panel is about £400, a canopy £3 000+. **Ungreased l'Hoteliers** wear quickly and, aside from being safety-critical, they cost several hundred pounds each. The income from these machines will not support needless costs of this nature.

**Mud in an ASW19 nosehook...**how did it get there? This suggests a possible very heavy or nose-first landing and warrants further checking. It had actually been there for months and wasn't through a flying disaster, but from being towed through a semi-liquid bit of Wales. The point here is that it had not been noticed for months, otherwise we would have done the necessary hard-landing checks and cleaned the mud out of the hook (which costs £380 to overhaul if the damp from the mud corrodes it).

## **SUMMARY**

We all need to take more care. The apparent simplicity of a glider masks the fact that some of its structure is relatively easily damaged and such damage can have serious consequences, while minor issues can generate large costs, so a thorough and thoughtful DI is essential. Care is required when rigging, especially when connecting controls, and the pilot needs to understand how to properly check these connections. This is not onerous, does not take long, but has potentially huge benefits to us all. Please take care and seek advice if you have any doubts at all as to aircraft serviceability or your own understanding of the issues.