

Safety Briefing



Rigging, DI and Pre-Flight Checks

12 months ago the BGA circulated advice on correctly preparing a glider for flight. The message began:

- *Pilot parachuted from the top of a winch launch.*
- *Glider on a trial lesson crashed in a field shortly after aerotow take-off.*
- *Wing flutter during test flight after major repair*

What did these accidents and incidents have in common? **The glider was not prepared properly for flight.** These events were a direct consequence of shortcomings in rigging, DI, or pre-flight checks.

Accidents of this kind continued in 2014. The most serious were three gliders being flown with unconnected elevators, one with an unconnected airbrake, and one without the main pin when the wings stayed on during flight but fell off during landing.

To avoid flying with an incompletely prepared glider:

- Rigging should be directed by a person experienced on the type, in accordance with the flight manual, without interruption or distraction
- A newly rigged glider should always have a daily inspection (DI)
- The DI should be conducted by a person experienced on the type, without interruption or distraction
- The pilot should carry out proper pre-flight checks, again without interruption or distraction

Rigging and other errors and omissions in preparing a glider for flight are frequently caused by interruption, distraction, forgetfulness, and making unwarranted assumptions. As a bystander, do not interrupt people who are rigging, carrying out a DI, or conducting their pre-flight checks. If you are engaged on these activities and someone speaks to you, send them away. As an instructor or as a club official, try to develop a culture which makes everyone aware of the crucial importance of conscientious rigging, DIs, and pre-flight checks.

Some glider types are particularly prone to control connection deficiencies. There are over 150 types on the BGA register but over half the unconnected elevators since 1974 have occurred to the ASW 19/20, Pegase, Pik 20B/D design configuration. 40% of the unconnected ailerons have occurred to the Kestrel and Libelle types. If you fly an ASW19/20 or Pegase, or Pik 20B/D give special attention to the elevator connection. If you fly a Kestrel or Libelle, beware of unconnected ailerons.

Whatever type you fly, please ensure your glider is correctly prepared for flight.

Glider Integrity