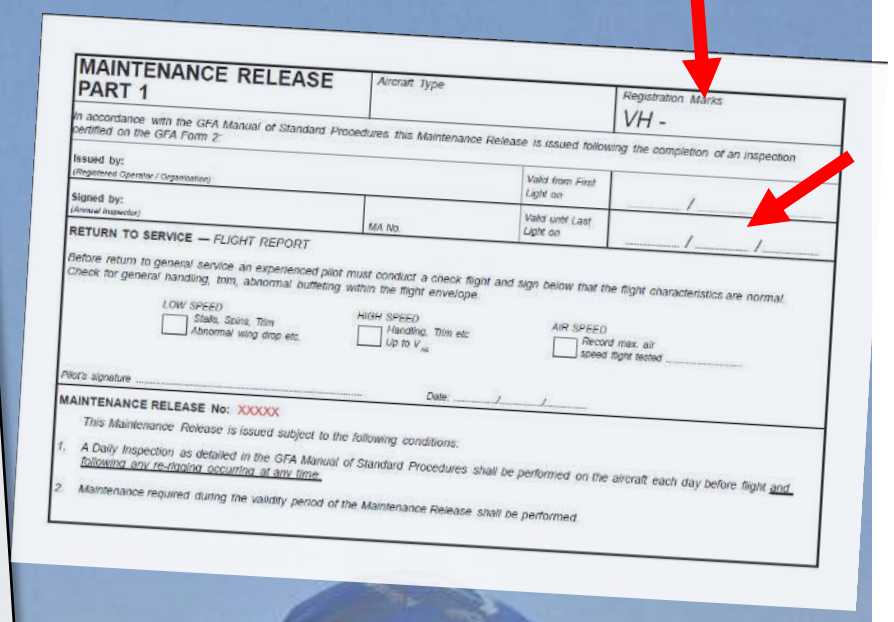
DAILY INSPECTION

IS IT IN DATE?

Before starting a DI, it is essential to check that the inside front cover of the Maintenance Release. Check the registration on the maintenance release corresponds with the glider registration, is the **booklet for the correct glider**? The booklets are numbered and are specific to each glider registration. It is not permitted to swap booklets between gliders.

Is it within the **valid dates**? If the Maintenance Release is not valid, there is no point in continuing to DI the glider because it will be **illegal** if it is flown.

Check that **any scheduled maintenance** (recurring maintenance) due for completion by date or time is recorded as completed. If the maintenance is now due but not completed, organise the maintenance to be carried out this day by an appropriate person & certified before final DI signature and release for flying.



MAINTENANCE RELEASE PART 1

Aircraft Type

Registration Marks: VH -

In accordance with the GFA Manual of Standard Procedures this Maintenance Release is issued following the completion of an inspection certified on the GFA Form 2:

Issued by: (Registered Operator / Organisation) — Valid from First Light on ... /

Signed by: (Annual Inspector) — MA No. — Valid until Last Light on ... / ... / ...

RETURN TO SERVICE — *FLIGHT REPORT*

Before return to general service an experienced pilot must conduct a check flight and sign below that the flight characteristics are normal. Check for general handling, trim, abnormal buffeting within the flight envelope.

LOW SPEED ☐ Stalls, Spins, Trim, Abnormal wing drop etc.

HIGH SPEED ☐ Handling, Trim etc. Up to V_{ne}

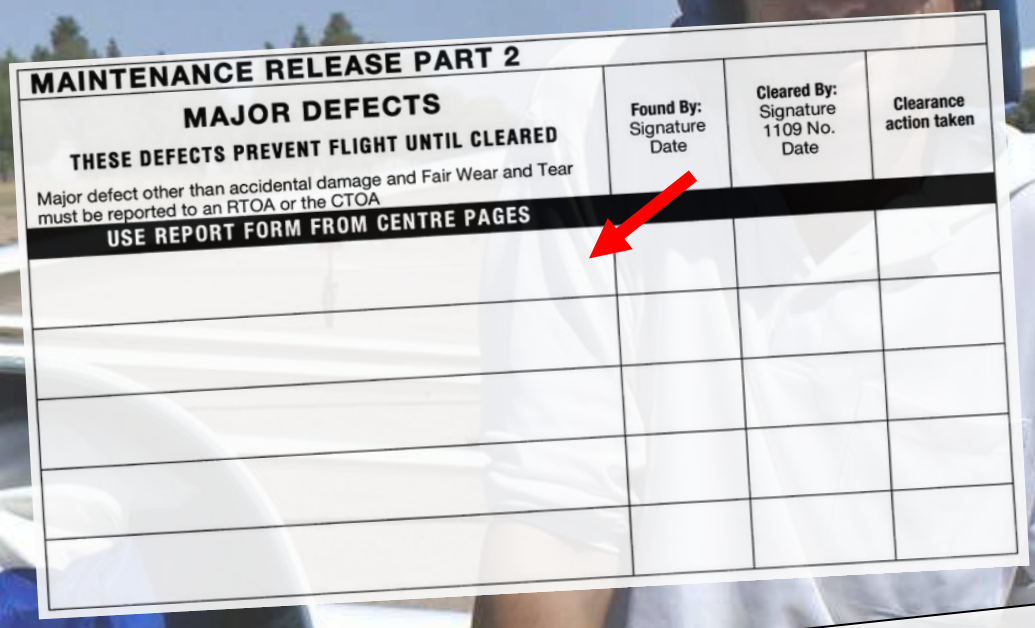
AIR SPEED ☐ Record max. air speed flight tested .....

Pilot's signature ..... Date: ... / ... / ...

MAINTENANCE RELEASE No: XXXXX

This Maintenance Release is issued subject to the following conditions:

1. A Daily Inspection as detailed in the GFA Manual of Standard Procedures shall be performed on the aircraft each day before flight and following any re-rigging occurring at any time.
2. Maintenance required during the validity period of the Maintenance Release shall be performed.



MAINTENANCE RELEASE PART 2

MAJOR DEFECTS THESE DEFECTS PREVENT FLIGHT UNTIL CLEARED Major defect other than accidental damage and Fair Wear and Tear must be reported to an RTOA or the CTOA USE REPORT FORM FROM CENTRE PAGES	Found By: Signature Date	Cleared By: Signature 1109 No. Date	Clearance action taken

ANY MAJOR OR MINOR DEFECTS?

Any MAJOR DEFECT entries which has not been cleared by an appropriately rated person? The glider must not be flown until the rectification work has been done and the entry cleared.

Any MINOR DEFECT entries which are uncleared? These do not prevent the glider from flying, but they need monitoring at each Daily Inspection. If a minor defect is found to have become unacceptably worse, it may be moved to a major defect preventing flight until rectified. Note in the 'Clearance Action Taken' column that the defect has been moved to the Major Defect section and enter the date.

IS IT CONNECTED PROPERLY?

On average, **one glider per year** in Australia attempts to go flying either with something **disconnected** or it **becomes disconnected in flight**.

It is critical to inspect the structural components for correct assembly and safetying. Check the following:

- Wing main spar & wing root pins must be fully engaged and safety-locked;
- Wing outer panel and / or winglet connection pins must be engaged & safety locked;
- All tapered structural pins must be pulled fully engaged;
- Tailplane attachment pins and attaching features must be secure;

It is critical to inspect the controls for correct connection and safetying. Check the following:

- **Connection:** Inspect that each control is correctly connected and safe at its point of rigging / derigging, for example L'Hotellier couplings;
- **Proof by restraint:** Prove that each control system is rigidly connected from one end to the other end - one person firmly restrains each control surface in turn while a second person tries to move the control or pedals in the cockpit, and
- **Behaviour unrestrained:** Check that the direction and range of movement is correct and that the controls move freely across the range.

For RTO-A contact details see:
https://glidingaustralia.org/contacts

GLIDING AUSTRALIA