

DAILY INSPECTION OF CLUB GLIDERS

Following engagement with a cross-section of BGA clubs, the BGA Technical Committee chairman and the CTO, the 'Daily Inspection' element of the [BGA airworthiness requirements](#) has been republished with less prescription as follows;

“The EASA aircraft continuing airworthiness rules identify that the pilot in command is responsible for the pre-flight inspection, and that this inspection must be carried out by the pilot or another qualified person. BGA Operational Regulations state that "All gliders operated from BGA club sites shall be inspected before flying on each day. Club gliders shall be inspected by club approved persons who must sign that the glider is serviceable before it is flown on that day".

The requirement to pre-flight inspect aircraft (ie gliders and powered aeroplanes) at BGA clubs is normally achieved by carrying out a Daily Inspection (DI). A DI is a safety critical task. The club, as the operator, is responsible for qualifying and authorising its members to carry out DIs of its club aircraft. The pilots age, experience and training to carry out DIs should be taken into consideration.

Details of how to complete a DI are normally to be found in the Aircraft Flight Manual and the BGA Generic Maintenance Programme (BGA GMP). The DI should be recorded and signed for in the DI book or equivalent.

All pilots are advised that a signed DI does not necessarily mean that at the time of launching the aircraft is fit for flight. A walk-around inspection by the pilot in command immediately before flight is good aviation practice.”

As ever, please remember that a DI should be carried out with diligence and without interruption or distraction.

