

# OPMF22 - HANG GLIDER WOF INSPECTION

**CONDITIONS:**

- The WOF inspection includes but is not limited to the items listed on this form.
- During the WOF inspection the structural integrity is checked by outward visual inspection. Unless the owner chooses to further strip the aircraft no responsibility can be taken for defects not visible during inspection.
- The issue of a WOF represents that the aircraft meets the requirements for that issuing, but only at the time of inspection. It does not represent an assurance that the aircraft will remain in warrantable condition for any period after the inspection, or between now and the next inspection.
- A WOF should not be relied on as an assurance as to the overall safety of the equipment.
- Maintenance of this aircraft to an airworthy condition is the responsibility of the owner.

**INSTRUCTIONS:**

- Minimum standards are the manufacturers specifications or if none, are to the Inspecting Officers best informed knowledge. Dents in tubes are unacceptable except in the keel aft of the rear wire attachment point. Repaired parts should be at least as strong as the original and must not affect the glider's trim or put extra stress on other areas.
- Generally inspection is visual only. Removal of outer Leading Edges for inspection is recommended.
- In the boxes insert a tick  for a Pass, a cross  for Fail and ~~strike through~~ any items not applicable.
- Non-factory modifications made to the glider and judged acceptable must be noted in the OTHER PARTS box.
- Document modifications deemed unacceptable and/or repairs required and/or items that may soon require attention in the COMMENTS box.
- Retain this form if the glider is failed and reuse it when the repaired glider is re-submitted for inspection.
- If the glider has passed inspection, fill out all fields on a current issue NZHGPA WOF label and stick the label on the glider keel, aft of the trailing edge and in plain sight. Complete all fields on this form and send without undue delay to the NZHGPA Administrator. Consider making a duplicate for the owners records.

**APPLICANT Details**

Pilot Name ..... PIN..... Member Org .....

Address .....

**GLIDER Details**

Glider Make ..... Model ..... Serial No .....

Glider Colours Top ..... L/E .....

Under Surface .....

**REASON for Inspection**

New  Annual  Accident or repair  Pre-Sale  Modification  Out of trim

**WOF Issued**

All check list items have passed inspection and are acceptable or satisfactorily repaired.

Officer Name ..... PIN..... Member Org .....

Signature ..... Dated ...../...../..... dd/mm/yyyy

**COMMENTS**

Include modifications deemed unacceptable and/or repairs required and/or items that may soon require attention

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**FLYING TRIM**

Optional with owners permission. Recommended if a new glider or after repair, modification or adjustments

Test flown. Flies at safe 'hands off' trim and has no abnormal flying characteristics

Advanced pilot verification signature ..... PIN:.....

**SAIL - Check List**

Free of unrepaired holes, rips or other damage. Faded or delaminated cloth tested for weakening

- |   |   |
|---|---|
| <input type="checkbox"/> Sail Cloth & Stitching             | <input type="checkbox"/> Trailing and leading edges                   |
| <input type="checkbox"/> Sail attachment points to airframe | ( Secure and intact )   |
| <input type="checkbox"/> Batten pockets                     | ( fastening cords, bungees or fittings intact and working correctly ) |

**AIRFRAME TUBES - Check List**

Check for straightness, damage, dents, bends, stress marks, corrosion, elongated bolt holes etc.

- |   |   |
|---|---|
| <input type="checkbox"/> Leading Edges  | <input type="checkbox"/> Removed LE's for full visual inspection? |
| <input type="checkbox"/> Cross Tubes  | <input type="checkbox"/> Keel and King Post                       |
| <input type="checkbox"/> Down Tubes and Base Bar ( Downtubes repaired by welding or sleeving must be assessed as a modification ) |   |

**WIRES - Check List**

Free of corrosion, broken strands, fraying, damaged swages, thimbles, heat shrinks and 'Neverkinks' not jammed

- |   |   |
|---|---|
| <input type="checkbox"/> Side flying wires  | Age of side flying wires: .....Years .....Hours flown |
| <input type="checkbox"/> Front and Rear flying wires  | <input type="checkbox"/> Top rigging wires            |
| <input type="checkbox"/> Other wires. (Such as VG wires, Crosstube Retainers, Deflexer wires, etc.) |   |

**NUTS AND BOLTS - Check List**

Free of bends, wear or corrosion. Lock nuts fastened correctly with thread showing.  
Non-locking nuts are secured using correct safety pins or rings that are free of significant corrosion or damage.

- |   |   |
|---|---|
| <input type="checkbox"/> Control frame assembly                 | <input type="checkbox"/> Nose assembly              |
| <input type="checkbox"/> Leading edge and cross tube assemblies | <input type="checkbox"/> Keel and Kingpost assembly |

**FITTINGS, BRACKETS, PLATES, PULLEYS etc. - Check List**

- Free of damage, bends, wear or significant corrosion. Bolt holes free of significant elongation.

**BATTENS - Check List**

- |  |  |
|--|--|
| <input type="checkbox"/> Uniform & free of damage or corrosion   | <input type="checkbox"/> Matched to manufacturers profiles |
| <input type="checkbox"/> Batten fittings. (Plastic nose and tail pieces/clips free of undue wear or damage ) |  |

**DIVE RECOVERY DEVICES - Check List**

Free of significant corrosion, fraying, kinks/bends, or structural damage.

- |  |  |
|--|--|
| <input type="checkbox"/> Lufflines                   | <input type="checkbox"/> Checked to manufacturers specifications |
| <input type="checkbox"/> Tip/Dive/Blow Down Struts   | <input type="checkbox"/> Checked to manufacturers specifications |
| <input type="checkbox"/> Sprogs Sprog settings:..... | <input type="checkbox"/> Checked to manufacturers specifications |

**HANG LOOPS - Check List**

- |   |
|---|
| <input type="checkbox"/> Main & Backup. (Appropriate webbing or rope. Suitably sewn or correct knots. Secured to prevent slipping ) |
| <input type="checkbox"/> Condition (Free of damage, wear and fading) Main loop trim position:.....                                  |

**OTHER PARTS**

Include Modifications deemed acceptable.

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