N.Z.H.G.P.A. FORMS

## **OPMF22 – HANG GLIDER WOF INSPECTION**

## **CONDITIONS:**

- The WOF inspection includes but is not limited to the items listed on this form.
- During a standard 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 x for Fail and strikethrough—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.

Owner & Glider Details
Owner Name PIN Club
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 items have passed inspection and are acceptable or satisfactorily repaired:   YES
Officer Name PIN Member Org
Date Passed Inspection dd/mm/yy Signature
If the glider has passed inspection, fill out all fields on a current NZHGPA WOF label and stick the label on the glider keel, aft of the trailing edge and in plain sight.
COMMENTS
(Include modifications deemed unacceptable, repairs required and/or items that may soon require attention)
(
FLYING TRIM – Optional with owners permission
Recommended for new gliders or after repair, modification or adjustments.
☐ Test Flown. Flies at safe 'hands off' trim and has no abnormal flying characteristics: Yes ☐ / No ☐
Advanced Testing Pilot Name: Pin: Signature:

N.Z.H.G.P.A. **FORMS** SAIL - Check List ☐ Free of unrepaired holes, rips or other damage ☐ Faded or delaminated cloth tested for weakening ☐ Sail attachment points to airframe (secure and intact) ☐ Batten Pockets (fastening cords, bungees or fittings intact and working correctly) AIRFRAME TUBES - Check List Check the following for straightness, damage, dents, bends, stress marks, corrosion, elongated bolt holes etc ☐ Leading Edges → Removed Leading Edge's for full visual Inspection: Yes ☐ / No ☐? ☐ Cross Tubes ☐ Keel and King Post ☐ Down Tubes and Base Bar (Downtubes repaired by welding or sleeving must be assessed as modified) WIRES - Check List Check for corrosion, broken strands, fraying, damaged swages, thimbles, heat shrinks and 'Neverkinks' not jammed. ☐ Side flying wires Age of side flying wires: .....(years) ..... (Hours flown) ☐ Front and Rear flying wires ☐ Top rigging wires ☐ Other wires (such as VG wires, Crosstube Retainers, Deflexer wires, etc) **NUTS AND BOLTS – Check List** Check all are 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. ☐ Control Frame Assembly □ Nose assembly ☐ Leading edge and cross tube assemblies □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 ☐ Uniform & free of damage or corrosion ☐ Matched to manufacturers profiles ☐ Batten fittings (Plastic nose and tail pieces/clips free of undue wear or damage) **DIVE RECOVERY DEVICES - Check List** Must be free of significant corrosion, fraying, kinks/bends, or structural damage and checked to manufacturers specifications. ☐ Lufflines ☐ Tip / Dive / Blow Down Struts ☐ Sprogs Sprog settings: **HANG LOOPS – Check List** ☐ Main & Backup (Appropriate webbing or rope. Suitably sewn or correct knots. Secured to prevent slipping) ☐ Condition (Free of damage, wear and fading) Main loop trim position: ..... **OTHER PARTS** Include Modifications deemed acceptable.

When complete send this form in PDF format to wof@nzhgpa.org.nz