

## GFA STANDARD CHECKS

### Pre-Takeoff: ABCD

- A AIRFRAME** (walk around check for damage and/or defects. Maintenance release checked, including DI validity).
- B BALLAST** (glider loading is within placarded limitations and trim ballast, if required, secure).
- C CONTROLS** (check controls, including airbrakes and flaps, for correct sense and full deflections).
- D DOLLIES** (all dollies and ground handling equipment removed).

### Post-boarding: CHAOTIC

- C CONTROL ACCESS** (Seat adjustments secure positioning to allow for comfortable access to all flight controls, panel switches/knobs and the tow release. Rudder pedals adjusted for reach if applicable).
- H HARNESS** (secure, lap-belt low on hips, both pilots).
- A AIRBRAKES and FLAPS** (airbrakes cycled and set for launch, or closed and locked. Flaps set).
- O OUTSIDE** (airspace and take-off path clear. Wind velocity checked. Sufficient competent ground crew available.  
**OPTIONS** (evaluate emergency plan in case of launch failure).
- T TRIM** (ballast confirmed. Trim set as required).
- I INSTRUMENTS** (altimeter set, other instruments reading normally, no apparent damage. Radio on and correct frequency).
- C CANOPY** (closed, locked and clean).  
**CARRIAGE** (undercarriage locked down).  
**CONTROLS** (checked for full free movement).

### Pre-Landing Check: FUST

- F FLAPS**, set as required. Ensure not in negative setting.
- U UNDERCARRIAGE**, down and locked (as placarded).
- S SPEED**, safe speed near the ground.
- T TRIM**, set for the selected speed.

### Pre-Stalling, Spinning and Aerobatic Check: HASLL

- H HEIGHT**, sufficient for recovery above 1000Ft AGL
- A AIRFRAME**, Flaps, airbrakes, undercarriage and Trim as required.
- S SECURITY**, Harness secure. Loose objects stowed
- L LOCATION**, clear of built-up areas, cloud, controlled airspace and known busy circuit areas.
- L LOOKOUT**, Ensure clear all round and BELOW. Use 90 degrees plus 180 degree turn to carry out check, not a 360.

**TUG ROCKS WINGS** – Get off immediately, tug in trouble.

**TUG WAGGLES RUDDER** – Check airbrakes or tailchute, rate of climb abnormally low.

If any checks are interrupted start again from the beginning.

NOW AND NOT BEFORE THE TOW ROPE MAY BE HOOKED ON.  
CHECK LARGE RING FOR BLANIK, SMALL RING FOR ALL OTHERS.