

THE SET FAULTS		THE CANDIDATES (For new CHIEF Inspector)						
		Alison N	Jacobus H	Peter F	William W	Craig F	Alan O'	Sven O
1	Rudder pedals asymmetric	1						1
2	Radio frequency incorrect for FAWC				1			
3	Front PTT switch loose							
4	DI book missing	1					1	
5	Battery in place but not secure			1	1	1		
6	Battery cable routed through brake cable			1				
7	Wheel Brake cable detached			1	1		1	
8	Instructor's chute:							
	(i) out of packing date				0.5		0.5	0.5
	(ii) chute life expired						0.5	0.5
9	Instructors yaw string missing	1				1	1	
10	Aerial not correctly deployed	1			1	1	1	
11	Safety pin on elevator fixing bolt missing	1		1		1	1	1
12	Rear wheel flat							
	TOTAL	5	0	4	4.5	4	6	3
	Other Items observed by the OBSERVANT include:							
13	CFI Grounded notice		1	1			1	
14	Altimeter incorrectly set	1						
15	Total Energy Tube blocked			1				
16	Right wing aileron sticks in down position			1				
17	Lock nut missing on tail wheel			1	1		1	
18	Canopy needs cleaning				1			
19	Release cable runs over static vent tube				1			
20	Pitot tube blocked				1			
21	Glider needs cleaning				1		1	
22	No Permit to fly						1	
23	Weight limit placard not legible						1	
	TOTAL	1	1	4	5	0	5	0
THE WINNER AND THE NEW CHIEF INSPECTOR IS:								
ALAN O'REGAN								
..... and a fun time was had by all								

CFI's Comments:

"I am surprised that less than half the entrants noticed that the batteries were not secure and nobody picked up the partially deflated tail wheel. These are faults that can readily happen any morning - even if the glider was flown the previous day. Furthermore they will directly compromise safety on the first flight. I hope everybody checked that the controls were connected - maybe we should try that next time!

I suggest, when you are about to start a DI, stop to consider when was the glider flown last and what might have gone wrong with it in the meantime, then be vigilant about checking those points as well as the rest of the aircraft."

Thanks

Ian