

Midland Gliding Club



Pre Flight Checks

Before each flight the pilot needs to go through a sequence of pre flight checks. You will need to learn this sequence and the actions that go with it, and understand why you are doing them.

The mnemonic to remember the sequence is:

CB SIFT BEC

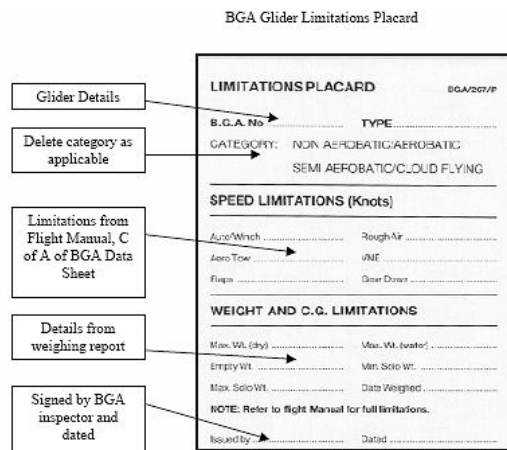
This stands for: Controls, Ballast Straps Instruments, Flaps Trim, Brakes. Eventualities, Canopy.

The full sequence to follow is:

Before Getting In the Glider:

- Assess the conditions and your landing options in case of a launch failure.
- Make sure you meet the Ballast requirements.
- If you are not familiar with the aircraft, read the placard

Placard



Minimum solo weight is the minimum weight of the person in the front seat. (in some gliders a percentage of the weight in the back seat counts towards min solo weight) The total of both pilots must be below the max weight

Auto/ winch is the maximum speed for a winch launch

VNE is Velocity Never Exceeded (maximum safe speed before the wings fall off)

Max Rough Air is maximum speed in severe turbulence

CBSIFTBEC

- Controls
- Ballast
- Straps
- Instruments
- Flaps
- Trim
- Brakes
- Eventualities
- Canopy

Controls

- Controls are full and free:
- Move the stick fully forward, fully aft, full right, full left.
- With full left rudder move the stick around the extremities of the controls
- With full Right rudder move the stick around the extremities of the controls

Ballast

- I am over the minimum solo weight for the glider (Taking into account the proportion of the weight of the instructor in the rear seat that counts towards the minimum solo weight) Check there are no ballast weights already in the glider
- The combined weight of myself and the instructor is below the max weight.

Straps

- Straps are tight.
- Lap strap is tightened first, then shoulder straps
- No loose objects in the cockpit

Instruments

- Instruments are zeroed, no broken glass. Pressure instruments will not work if the glass is cracked)
- Altimeter is set to either:
- QFE – Field Elevation
- QNH – Height above sea level

ASI (Air Speed Indicator)

ASI at zero often has a white dot at the bottom of the dial. The Yellow triangle is minimum approach speed. The Green line is normal operating range, yellow line is above Va. (Max Rough Air).Red line is VNE



Flaps

If flaps are fitted, check full and free movement, and configure for launch

Trim

- Move fully forward, fully aft. Check for any restriction in movement.
- Set trimmer for the approach speed for the conditions

Brakes

Fully open the Brakes, check they are open the same amount, half close the brakes, check again they are open the same amount, close and lock

Eventualities

- Check that conditions have not changed since you considered this before getting in the glider
- Check conditions have not deteriorated or canopy is misting to the extent that launching is unwise.
- Decide on a minimum manoeuvring speed in the event of a launch failure.
- In the initial part of the launch you must keep the wings level, if a wing drops and you are unable to pick it up with the aileron, you must release **before** the wing tip contacts the ground
- In the event of a cable break you must lower the nose and attain minimum manoeuvring speed before deciding on landing options.

Canopy

Canopy is closed and locked, and resists upward pressure

Accept the Cable

- 'Brakes Closed and Locked, Cable on Please'
- Check you have the correct colour weak link.
- Left hand on the yellow knob
- **Prepare for launch failure**