



Rigging and DI

The BGA has recently received several incident reports which relate to very worrying instances of mis-rigging. Very fortunately, none of these resulted in injury or damage (hence the term incident), but the consequences could so easily have been tragic. Question – what is an incident? Answer – an accident waiting to happen! Please take the greatest care and concentrate 100% when rigging and DI'ing your glider – your life and those of your syndicate partners depends on it.

The reports highlighted:

- The incidents related to a range of glider types – no one is immune.
- In every case, the people concerned were experienced pilots, and the correct procedure was followed (including independent and positive control checks – in one case twice!), but the checks were not carried out with sufficient care, so that the incorrectly rigged control was overlooked.
- The primary cause was distraction: trying to do too many things at once, interrupting the work to do something else, rushing at the launch point, and so on.

The primary lesson: concentrate on the rigging operation to the exclusion of all else.

In particular:

- Do not allow yourself to be distracted by anything else.
- Complete the operation in one go, without any interruptions.
- Check control connections meticulously, particularly the positive control checks, and ensure that independent checks are conducted with equal attention to detail.
- Do not rush.
- Know your aircraft!