

- Begin by assessing the overall condition of the fiberglass or fabric.
- Be alert for signs of damage or excessive wear.
- Ensure that the canopy is clean and free from damage.
- Verify the interior wing and control connections are safe and secure.
- If a battery is used, ensure that it is charged and safely fastened in the proper spot.
- Ensure that seat harnesses are free from excessive wear.
- Buckle and tighten any harness that will not be used to prevent it from inadvertently interfering with controls.
- Test the tow hook to ensure it is operating correctly.
- Inspect top, bottom, and leading edge of wings, ensuring they are free from excess dirt, bugs, and damage.
- Inspect spoilers/dive brakes for mechanical damage. They should be clear of obstructions.
- Inspect the wingtip and wingtip skid or wheel for general condition.
- Inspect ailerons for freedom of movement, the condition of hinges and connections, and the condition of the gap seal.
- Check the condition of flaps for freedom from damage and for appropriate range of motion.
- Inspect the general condition of the empennage.
- Check static ports, pitot tube, and total energy probe to ensure they are free from obstruction.
- Check top, bottom, and leading edge of tailplane for bugs, dirt, and damage.
- Check the landing gear for signs of damage or excessive wear. The brake pads should be checked if they are visible; otherwise, the brakes can be checked by pulling the glider forward and applying the brakes. Note that the landing gear is frequently a problem area for gliders used in training.
- Check elevator and trim tab for condition of connections, freedom of movement, and condition of gap seal.
- Check rudder freedom of movement and condition of connections.