

MAINTENANCE

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MAINTENANCE

MAINTENANCE STANDARDS REQUIREMENTS

TECHNICAL PROCEDURES

The Association shall establish procedures for the administration of technical standards listed in this manual. The procedures shall ensure that:

1. Hang gliders and paragliders, components and equipment are maintained on a regular basis.
2. The maintenance is carried out to manufacturers data or to an equivalent standard acceptable to the Association.
3. That only acceptable maintenance practices are used.
4. An annual review of maintenance is carried out on all hang gliders and paraglider and sporting equipment.

DEFECTS

The Association shall establish procedures to report, record and investigate any reported defects to gliders or related equipment. The procedure shall ensure that:

1. A standardised reporting system is developed.
2. Standardised forms are used.
3. All reports are assessed by a person authorised by the Association.
4. All findings are acted on in the interests of safety.
5. All findings are distributed to members.
6. Statistics are raised and retained by the Association.

MODIFICATIONS

All Modifications affecting the structure and/or operation of a glider (including towing equipment) must be inspected by a suitably experienced OSO or by a suitably experienced person authorised by the appropriate NZHGPA op's manager.

MAINTENANCE STANDARDS PROCEDURES

GENERAL

The Association is to establish procedures to ensure that all gliders are of an air worthy standard.

RESPONSIBILITY

1. It is the responsibility of the individual Member Pilots to ensure that they comply with airworthiness standards as defined in this manual.
2. The responsibility to ensure airworthiness standards are upheld is laid primarily on the Organisation Safety Officers who have the authority to take appropriate action where they deem necessary.
3. Organisation Safety Officers cannot be held responsible for accidents caused by defects not discovered in inspections or which develop from further use.
4. It is also the responsibility of the Flight Safety Committee, to ensure airworthiness standards are complied with.

WARRANT OF FITNESS

Reference CAR Part 106.17

Every glider should have a current Warrant of Fitness issued by the Organisation Safety Officer (or an authorised delegate). The Warrant of Fitness is valid at the time of issue only, and the glider should be re-inspected after any specified period up to 12 months.

A new Warrant of Fitness is required:

1. At least every 12 months (or 250 flights whichever comes first for tandem and gliders used in training operations).
2. If the glider suffers substantial damage.
3. If the glider is stripped down, or substantially modified.
4. If the glider is sold.

WARRANT OF FITNESS INSPECTION PROCEDURE

1. Suitably experienced and qualified persons can apply for inspection authority
2. Organisation Safety Officers (OSO) are authorised for inspecting gliders and issuing of Warrant of Fitness certificates of inspection.
 1. Gliders should be inspected using [OPMF22](#) (Hang Gliders) or [OPMF36](#) (Paragliders).
 4. Standards of inspection are to manufacturers minimum standards, or if none, N.Z.H.G.P.A. standards, or to the inspecting officers best informed knowledge.
2. Gliders deemed to have passed inspection should be issued a WOF certificate of inspection sticker to be placed on the keel of a hang glider aft of the sail, and in an appropriate place on a paraglider.
63. WOF Certificate of Inspection stickers will have the following minimum information.
 1. Inspection date
 2. OSO Name
 3. OSO Pin Number
 4. OSO Signature
4. It is the clubs responsibility to provide WOF Certificate of Inspection Stickers that fit this format.
85. Completed WOF forms ([OPMF36](#) & [OPMF22](#)) should be sent to the NZHGPA Administration Officer. It is the responsibility of the OSO to forward completed forms.

6. Gliders deemed to have failed inspection will not be issued a WOF Certificate of Inspection Sticker.
7. The inspecting officer will make recommendations for
 1. Repairs to the glider or
 2. Destruction of the glider where it is deemed that the glider is beyond repair and is in an unsafe condition.
18. Pilots found to be flying hang gliders or paragliders that are not issued with a current Warrant of Fitness sticker may in the first instance be warned they are in violation of both the Association By-Laws and CAA Rule Part 106.17; and subsequently grounded by the issue of a glider grounding notification (**OPMF10**) by the Flight Safety Committee in Consultation with the Organisational Safety Officers and the Operations Manager. A glider grounding notice shall be issued to the owner of the glider, and remain in force until such time as the glider complies with the airworthiness standards, and the hang glider or paraglider obtains a Warrant of Fitness.

EXEMPTIONS FROM WARRANT OF FITNESS

Visiting pilots from overseas may fly their own (imported) gliders without obtaining a Warrant of Fitness for four months. After that period the glider will have to be inspected and a Warrant of Fitness issued in order for it to be flown in New Zealand

OUTDATED HANG GLIDER USE RESTRICTION

The hang gliders specified below are subject to restrictions on their use. These gliders, should they pass a warrant of fitness inspection, are restricted to the use of advanced pilots and for primary training of students under the direct supervision of a hang gliding instructor. Primary training is defined as training hill flying only and does not include high glides.

Manufacturer	Model
Pacific Kites	Seagull, Stinger, Falcon, Lancer 1, 2, 4S, 4L, 5
Schutte Sails	Lancer 4S, 4L
Free Flight	Lancer 4S, 4L
Flight Sails	Spectre, Spectrum, Santana
Flight Design	Super Lancer
Ultralight Flight Products	CB300, Skyhook, SK1, Super 2, Skydart, Nimbus, Chevron, Chevron B, Wedgetail A, B
Moyes	Stinger, Mega Stinger, Redtail, Maxi, Maxi 5%
Skytrek	Stratus, VK, Nova
Bird	SL195
Hiway	Super Scorpion
Bennett Delta Wings	Phoenix
Others	Electraflyer, Spider, Derf, Standard

MAINTENANCE INFORMATION DISSEMINATION PROCEDURE

GENERAL

To establish procedures to ensure that Manufacturer and Flight Rules Committee recommendations are assessed and the information disseminated throughout the organisation.

APPLICATION

The Operations Manager in consultation with the Flight Rules Committee shall assess information that affects hang glider or paraglider modification, maintenance and airworthiness.

RESPONSIBILITY

The Operations Manager in the first instance is responsible for assessing manufacturers recommendations. The Flight Rules Committee can also assess the information should this be warranted, at the discretion of the Operations Manager.

Manufacturers recommendations should be directed to

1. The Operations Manager.
2. Dealers of the affected hang gliders or paragliders.
3. The publisher of the official Association information circular.

The Operations Manager and/or the Flight Rules Committee may make further recommendations if necessary.

The Operations Manager should, at the earliest possible convenience, hold a meeting of the Flight Rules Committee to discuss and assess the information provided.

The conclusions and/or recommendations should be forwarded in the first instance to the Organisation Safety Officers for notification, and in the second instance to the publisher of the official Association information circular. (Note: A copy of all Maintenance Information Bulletins issued will be kept on file by the Administration Officer). Organisation Safety Officers in future Warrant Of Fitness inspections should ensure, where appropriate, information contained in previously issued maintenance information bulletins have been acted upon. Manufacturers and Dealers should forward all safety recommendations to the Operations Manager.