



Aircraft Inspection

Recommended

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Subject: Control Grips

Applicability: All sailplanes and powered sailplanes

Accomplishment: At Annual Inspection and when replacing a Control Grip

Reason: To ensure security and compliance of control grips

Instructions: At annual inspection;
With firm hand pressure ensure control grip is securely attached to the control and that it will remain secure during all normal modes of operation.
Insecure grips must be rectified before flight . see replacement guidance.

Check the control is correctly colour coded;

- Control column . no colour specified (normally Black)
- Air Brake . Blue
- Trim . Green
- Tow release . Yellow
- Canopy operating . White
- Canopy Jettison . Red
- Other controls . not red or yellow and clearly marked

Inspect condition of grip. Splits, cracks, looseness, excessive roughness or perishing are not permitted.

Replacing a grip;

Issued by - The British Gliding Association Ltd, 8 Merus Court, Meridian Business Park, Leicester. LE19 1RJ.

Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector.

Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot.

Alternative methods of compliance will be considered providing an equal level of safety is accomplished. Contact BGA for authorisation.

Where possible always use the correct approved grip designed for the particular aircraft and follow the fitting instructions.

As part of an approved modification, control column grips with addition features or improved comfort may be installed, follow the fitting instructions.

Ensure that replacement grips are the correct size, shape and colour for the particular application. If the grip has mechanical retention features these must be used. E.g. screws or bolts. Check that the control is not restricted in any way by the fitment of the grip.

Where no fitting instructions are provided;
Assess the tightness on the grip on the control, it may be necessary to apply adhesive. Use high strength contact adhesive.

Always ensure the control grip is secure before releasing aircraft.

Tech Tip;
Rubberised control grips can be expanded using compressed air to aid fitment by using a blow gun on the end of the grip if there is a suitable hole. Take all necessary precautions when using high pressure compressed air. Do not apply any lubrication.

Approved By
Jim Hammerton, Chief Technical Officer

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