



Engineering News July 2014

Number 83

Inspector Training

The final inspector continuation training seminar in the current round will be held on 20th September 2014 at Husbands Bosworth. Start time 09.30. Please contact Debbie Carr (debbie@gliding.co.uk) at the BGA office to book a place. Please remember that if your inspector training date expires before the end of 2015 or has already expired this will be your last opportunity for some time. Your training must be in date to renew or use your BGA inspector authorisation.

Control Checks – Do We Need Them?

We are aware that some inspectors believe that flying control deflection and free play checks are an unnecessary and time consuming burden! However, apart from the mandatory requirement to carry out and record them, there are very good practical and safety reasons to do them. With the glider (or aircraft) rigged it is the final check that everything is working as it is supposed to and in the correct sense. The checks verify that the control system is not damaged and is set up correctly, that the controls have the correct range and neutral position, that any stops are in the right place, and that there are no restrictions. They also verify that the total system is within the free play limits as defined in the maintenance manual, thus helping to avoid flutter. It is very important to check that none of the controls have been cross-connected (yes, this is possible - sometimes without even crossing cables!)

Control systems should be checked for interference with other systems or controls; this is especially important in tightly packed glider fuselages with multiple controls located in a small area. Conflict could exist and it may not be with a flying control; landing gear controls usually run in the same area and the cause of any problem might be as simple as a bolt fitted the wrong way round.

Control deflections, cable tensions and system free-play measured values, including full and free operation, must be recorded and included in the annual inspection worksheets and at other times when it is necessary to record this, after repairs or replacements for example. These values can be referred to later to verify that nothing has changed. If it has, the reason must be determined.

CTO Vacancy

Just a reminder that the vacancy for a Chief Technical Officer is still open. Details are at <http://www.gliding.co.uk/bgainfo/technical/newsitems/BGACHiefTechnicalOfficerApplication.pdf>
The published closing date for applications is 1st July 2014.

Observations During Audits

We trust that you read the top 10 paperwork and top 10 technical issues found during audits in the March 2014 issue of Engineering News. In addition to these top 10 lists there are some other issues that we need to bring to your attention.

Certification of worksheets. When signing as a BGA inspector you are required to identify yourself and the organisation that has authorised you. This is done on the BGA 205 worksheet by completing your inspector number and ticking the relevant release to service box. The BGA is identified by inclusion of the CAA approval numbers DAI/8378/73 for annex II aircraft and M.F.0007 for EASA aircraft. If you use an alternative worksheet you must include these features.

Repair data. When carrying out any repair it is important that you use the applicable repair data. This may be a specific repair scheme, type-specific repair manuals, or generic repair manuals provided the type certificate holder has identified the generic manual as “Approved Data”. You should quote the repair data reference on the worksheets.

Consumable material expiry dates. The major repairers have controls in place to monitor expiry dates and have a relatively high throughput of consumable material. However, when it comes to the smaller repair organisations and individual inspectors with a low throughput, extra care must be taken to ensure the material you use is still “in date”. This is especially true for glues, resins and hardeners with a fairly short shelf life.

Repair conditions. When carrying out repairs it is essential that any environmental conditions as specified in the repair data are followed. These may be temperature or humidity limits and may mean deferring the repair until the correct conditions can be satisfied. This is essential to ensure the repair cures or hardens properly and achieves the required structural strength.

SZD Junior and Puchacz Feedback

On the 7th April 2014 the BGA sent an email to all SZD Puchacz and Junior owners requesting feedback on any observations found during the 50, 100 and 250 hour maintenance checks. The response has been **very disappointing with only 5 responses** out of 50+ aircraft. The reason for the email is to compile a rationale for the removal of the interim maintenance checks peculiar to Polish gliders and thus bringing them into line with mainstream German products.

If anyone would like to be sent another copy of the email please email cto@gliding.co.uk quoting the BGA number(s) of your Puchacz or Junior.

BGA Approvals

Following the launch of the new CAA General Aviation unit, we are pleased to advise that the BGA approvals issued by the CAA have been amended slightly. We can now add new types of aircraft to our capability list without the need for costly approval variations provided they are within our overall scope of approval. Good news in cutting out some of the “Red Tape” associated with being an approved organisation.