



Engineering News

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Control Cables

You will see in the TNS that problems with control cables continue to be an issue despite the **requirements** for independent inspections when a control system is disturbed. Please remember that it is **mandatory** that duplicate checks are carried out whenever a control system is broken down, repaired, or adjusted. These checks must include the construction/ make-up of the cable, routing, correct installation through fairleads, around pulleys and the installation and safetying of hardware, correct operation and sense of direction and full and free operation. Remember: we are all human and fallible and mistakes do happen; independent inspections are there for your and the pilot's protection and peace of mind.

THERE ARE NO ACCEPTABLE EXCUSES FOR NOT DOING INDEPENDENT INSPECTIONS.

Accident/Incident Inspections

Another article in the TNS describes a cracked Astir tail plane location spigot. This highlights the importance of carrying out thorough checks after any abnormal incident on any glider or aircraft. It may seem somewhat pedantic to the uninformed where there is no obvious damage but cases like these highlight the need for doing proper checks. Had the pilot not reported it and the glider continued to fly uninspected, a possible outcome might have been the AAIB carrying out a fatal crash investigation. To the inspector – well done!

Inspector Seminars

The remaining programme to date:

Inspector Continuation Training Seminars

- 10 May 2014: Bannerdown Gliding Club, Kevil.
- 31 May 2014: Wolds Gliding Club, Pocklington
- 20 September 2014: The Gliding Centre, Husbands Bosworth.

ARC signatory course

- 16 May 2014: BGA Office – (10.00 start – 14.00 finish) **Fully Booked**

All events start at 9.30am start unless otherwise noted. For more information please visit the BGA Web Site. Booking is essential and via Debbie at the BGA office.

Please note that no further seminars will run in 2014 and, due to the phasing of expiry dates, it is unlikely that any continuation training seminars will be needed during 2015. If your continuation training is due to expire before end of 2015, we recommend that you attend one of the scheduled events above (check on your inspector certificate for your expiry date).

New ARC Process

The BGA office has just started using a new CAA process for processing ARCs. There are no changes to the inspector process but you should see the updated ARC appearing on G-INFO much faster, however it is very important that you send your ARCs to the BGA office in time as the new system will reject them if the submission time is exceeded.

Slingsby T61 and T65

Owners of T61F Venture T Mk2 and T61G motor gliders should have received details of the costs involved in engaging a design organisation to review and remove the 15 year wing fatigue life. Any T61F or G owners who have not responded yet or have not received notification should contact the CTO urgently.

Employment Opportunity

You may have seen in S&G or on the BGA web site that our Chief Technical Officer, Jim Hammerton, will be retiring from the role at the end of September 2014. We intend to recruit a successor during August to allow a handover period. This is a competitively remunerated and rewarding opportunity to make a difference working with and leading the development of a very motivated and primarily volunteer team. Full details, including a job description and an application form, are at

<http://www.glidering.co.uk/bgainfo/technical/newsitems/BGACHiefTechnicalOfficerApplication.pdf>

Transponders

When preparing a new or, more likely, a used transponder-equipped aircraft for service after importation, the new "G-" registration and discrete identification codes must be correctly programmed into the transponder unit. You can obtain these codes directly from the CAA G-INFO page and normally transponders can be re-programmed without the need for specialist equipment. Additionally don't forget that some systems have separate altitude encoders to supply altitude information to the transponder; it is important that these are checked at the specified intervals with a calibrated test set. See BGA inspection 052/08/2011 for required inspections and tests.

Square Wheels!

Thinking about your holidays? You might like this picture taken at an agricultural museum in deepest France.

A Renault tractor with what looks like square wheels! Actually, they are 6-element tracks. It does work and but, when on the move, each element slaps the ground very hard every time it comes around.

