



ENGINEERING NEWS

British Gliding Association

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SUMMERS HERE!

Now that we are having some decent hot weather the BGA Technical Committee wish to remind inspectors about sealing tape and control seals. In hot weather "Tessa" tape used to seal flying controls on sailplanes can become soft and sticky but when it dries out, can become stiff and inflexible thus restricting the movement control surface especially if the tape is old. The adhesive attaching "Mylar" seals can also become soft and if the seals become partially detached can restrict control surfaces as well as conventional tape. [BGA Inspection 011/12/2000](#) applies to all sailplanes using the BGA GMS Maintenance Program and requires an annual inspection. BGA GMS Tasks 42 and 47 refer.

GLIDER ARCHIVE FILES – DATE CHANGED – 4 AUGUST 2010

If an owner wishes to receive the hard copy archive documentation that the BGA has on file for their glider, they should complete the [Glider Archive Request](#) form and either post it to Lizzie Pike at the BGA Office, or scan the completed and signed request and email to lizzie@gliding.co.uk. Unfortunately we are unable to supply electronic copies of glider Archive Documentation. This free of charge service will only be available until 4th August 2010 following which unclaimed files will be shredded. **To avoid disappointment, please don't leave it to the last minute.**

DATE INFORMATION PLACARD

We are pleased to announce that the BGA has produced some date information placards. The initiative was taken up by Pete Stratten following requests from owners and inspectors to produce an aide-memoir to help owners remember when their ARC, Annual Inspection and Insurance are due. The self adhesive placards are entirely optional and for guidance only. The placards, currently only available in sheets of 10, are available from the BGA office free of charge. To save postage costs please order with other requests or club together if possible.

Aircraft Date Information	
Note: This information is for guidance only.	
Aircraft registration:	
ARC expiry date:	/ /
Annual expiry date:	/ /
Insurance expiry date:	/ /
Supplied by the BGA	

POSTAGE A request from the BGA office.

Please ensure you fix the correct postage stamps on any letters or packages sent to the BGA. We have an increasing number with the incorrect postage either because of weight or standard stamps on a large letters. There is a high chance of non or very late delivery and it costs us £1 plus the postage shortfall if we accept the delivery. We are under no obligation to accept delivery of letters with postage shortages.

CAA AUDIT FINDINGS

As many readers will already know the CAA regional offices are routinely carrying out ACAM audits and although the physical standard of the aircraft audited is high, there is one problem that raises its head time and time again – Recording of Airworthiness Directives. This is something quite simple and must be right, by and large the AD with recording problems found by the CAA have been complied with but the recording is generally very poor. There are a number of owners and inspectors who do not fully understand what an Airworthiness Directive is and what is not an AD and the requirements. An AD is a communication usually issued by EASA or maybe by the CAA of aircraft country of origin and will be very specific about the aircraft it relates to and the compliance time. The AD is usually used to mandate a Technical Note or Service Bulletin that contains the technical requirements.

BGA TNS and the compendium are not mandatory documents but are used to alert owners and inspectors to the existence of an AD or similar requirement especially where there is little manufacturer support. The BGA web site and email alert system also provide an immediate notification.

Compliance with the AD that must be stated in the log book and aircraft records with a log book entry detailing compliance and a status report listing all AD's.
More information and guidance in TNS-3-2010.

CUSTOMISATION OF BGA GMS

Owners and inspectors are reminded that as part of the BGA GMS Maintenance Programme to comply with Part M regulations any maintenance tasks not included in the basic BGA GMS for any particular sailplane must be added to the BGA GMS.

You will notice that tasks 90 to 100 are blank, this is where you add the additional tasks. Enter them in the sailplane master copy and repeat on the BGA 267.

Items such as 50 or 200 hour checks, scheduled engine checks etc. that are applicable to your sailplane but not included as part of the basic schedule should be included. You will find them in the manufactures maintenance manual or instructions.

Of course as the BGA GMS was developed over many years from the old BGA 267 many sailplanes won't have anything to add, but some will. You need to check against the manufacturers maintenance instructions as this is something that will be audited.

GUILLOTINE TESTS – TUGS & WINCHES

A recent incident has prompted a reminder to all retractable tow line tug operators and clubs who operate winches, of the requirement to annually test the operation of the winch cable guillotine by carrying out a live function check and actually cut the cable/rope under controlled conditions. This is in addition to any cuts that may have been carried out during normal service.

During the recent incident a tow line retractor winch guillotine was used for real when the glider was unable to release, it failed to fully cut the tow cable. Fortunately the glider and towing aircraft landed without further mishap. The problem has now been fixed by sharpening and adjusting the blades.

The maintenance instructions are part of the tow line retractor modification and require annual function tests. These tests must be carried out and recorded in the maintenance worksheets. These maintenance instructions are part of the maintenance programme and are NOT optional.

Ground winch operation is covered by BGA Laws and Rules with further advice in the [Winch Operators Manual](#), and requires the live cutting of winch cables or wires on an annual basis unless the winch manufacturer specifically states otherwise. Winches must also have daily inspections, all maintenance including the guillotine test recorded.

Remember that recording the maintenance in a structured way ensures that tasks are not forgotten and helps to ensure the equipment, be it aircraft or winch, is safe and serviceable should the unthinkable happen (again).

MORE SEASONAL TOPICS

Its time to think about Grass and Bugs again.



Those helpful guys in tractors are feverously mowing again to keep the airfield grass nice and short but what about the grass cuttings! It turns into very nice fine hay in the sunshine and unfortunately tends to build up in wheel boxes and air intakes. Remember a well known club official lost a new glider a couple of years ago due to a wheel box fire due to brake heat. Please remember to regularly check and clean it out if necessary.

Bugs are looking for places to build homes this time of year. The Mason Bees in the picture are not the only culprits. Your Pitot tube, tank vent or even pee tube might make a perfect home and the first you know about it is when you need to use it!
Remember to use covers especially when leaving your glider outside overnight or you might have more than a smelly mess to sort out.

