



BGA Engineering News

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BGA C OF A RENEWAL & VALIDITY

You will no doubt have noticed that we are now issuing BGA C of As with full validity, beyond 28 September 2008 and all previously issued C of As with restricted validity have been re-issued.

If you did not receive a re-validated C of A, please contact the BGA office.

This is a contingency plan that we have adopted in case the European Parliament does not issue the transition approval in time. We have assurances it will be issued, but no idea when. In case you are wondering, the DfT exemption will be extended if necessary.

Turnaround time at the office is now very quick as we have streamlined the process and Jessica (Jess) has joined the team. Provided a fully completed transition pack with BGA 267 and other docs as required, is received, the turnaround time is usually 1 -2 days.

If we receive an incomplete transition pack the BGA C of A renewal will be put on hold until we receive the missing information or returned pack, if rejected.

INSPECTOR TRAINING (Final Notification – Again!)

We have now written to all those current inspectors who, according to our records, have not attended a seminar. Some inspectors have advised us that they do not wish to renew their authorisation in September and some have said they object to all the EASA stuff. To those not renewing, thank you for your past involvement - it will be a pity to lose you as inspectors and we wish you well.

To cater for those who wish to attend a seminar and have been unable to up until now, we have arranged one further “last” seminar.(this is the last one!)

- Saturday, 30 August 2008 at The Gliding Centre, Husbands Bosworth.

Thank you to “Hus Bos” for agreeing to host a 3rd inspector seminar in their excellent conference facility.

Booking is by e-form download from the BGA web site. Please book through Debbie at the BGA office - debbie@gliding.co.uk or by telephone 0116 2531051

CAA ENGINEERS LICENCES

I have been asked to remind all those CAA Section L licence holders that they need to convert to Part 66 as soon as possible or they will be unable to certify maintenance on EASA aircraft after the end of September this year. This includes BGA Tug inspectors whose BGA authorisation is based on holding a CAA licence. You may need to retain your section L licence as well if you are certifying Annex II aircraft. Contact the CAA directly and use the fast track process to save some money. Further details are on the CAA web site.

THE PROBLEM WITH DIGITAL MULTI-METERS

This is a rather obscure problem, on a Pawnee actually, but could be any other aircraft. When the alternator was maintaining charge (after the initial high charge following engine start) the ammeter would fluctuate 0-30-0-30-0...all the time. The battery was remaining charged and there were no other obvious problems. OK, start looking for a loose connection – all OK, check continuity and wiring – all OK, check field supply – all OK, suspect the regulator, replace – no change, attention turns to the alternator, change the brushes as slightly worn – no change, Vee belt pulley worn, replace – no change, OK, change the alternator – surprise, surprise, no change! There's nothing else left, so what can the problem be? In desperation even tried another ammeter – no good!

Decided to retrace steps and check wiring, multi-meter battery flat! So borrowed an old fashioned AVO meter, suddenly the field was showing 3 volts instead of 12, but it checked out using a digital multi-meter. It turns out that the digital multi-meter requires very little current to operate compared with the AVO meter and the field circuit breaker was high resistance as soon as a light current load was passed through it. OK with no load, OK with high load. So the regulator and alternator were doing exactly as they were told to; it was the aircraft sending spurious signals via the field circuit breaker and modern test equipment too sophisticated to find the problem. Changed the circuit breaker – works fine (at last!)

Moral of the story – sometimes “old” technology is best!

BGA COMPENDIUM

As part of our continual improvement, some changes have been made to the BGA compendium. The Alexander Schleicher section has been split up into Wood and Glass. The wood section has been re-written to separate out each type so it should be a lot easier to use and various other sections have been updated.

OLDER TOST RELEASES

You may encounter problems installing replacement Tost releases in some older gliders – the replacement won't fit!

Howard Torode, Tech Committee Chairman, discovered this whilst attempting to change a release recently. After investigation, it appears that the mounting hole spacing on early design units is different. So, before drilling out the holes (you shouldn't do this!), talk to Tost and request the correct release for your older application.

PERENNIAL PROBLEM WITH CONTROL TAPE

The problem of control tape restricting the range of flying controls has appeared once again, it may be a hot weather induced problem or just one of old age.

Extremity of range control restrictions in normal flight are usually of little consequence. Sometimes, however, the pilot does need full deflection in an emergency situation or, more usually, at low speeds where the lack of full authority can contribute towards accidents and incidents.

Please take note of BGA inspection 011/12/2000 that requires an ANNUAL check of control tapes and Mylar seals during the C of A check. If in any doubt – change them.

Jim Hammerton
Chief Technical Officer