



BGA Engineering News

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TRANSITION REPORT

I am pleased to advise that the processing of your transitions is progressing well, not least because we have recruited 5 very experienced BGA Inspectors who have been approved by the CAA, to assist with the technical review and recommendations. We are a little concerned that the number of transitions received by the BGA is some way behind the expected number. However when we receive them we will process as quickly as possible.

The CAA processing is still waiting for EU authorisation, this is expected soon. We have been asked on many occasions what happens if the approval is very late and the CAA do not issue the EASA C of A and ARC in time, before the temporary BGA C of A expires. We don't know the answer to that question yet, but the CAA are aware of the problem, should it occur, between us we will develop a way around. I can advise all concerned that you will not be grounded because of this and won't have to go through another transition.

We are still experiencing some common minor problems with the transition forms, to help with this we hope to have newly revised forms on the BGA web site soon. If you are part way using the old forms these will be OK, but for new transitions please download new forms.

INSPECTOR TRAINING

Spaces still available at the following seminar:

RAF GSA Halton, Aylesbury, 5 April 2008.

(Note: for the Halton seminar, booking is only by e-form and vehicle details are required. It will not be possible to attend if not booked)

New Seminars:

Ulster Gliding Club, 19 April 2008

The Gliding Centre, Husbands Bosworth, 7 June 2008

Lasham Gliding Society, 27 June 2008

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

There is no charge for the seminars, delegates will need to book lunch if required (and pay for it on the day) Space is limited so preference will be given to current inspectors. We will have sufficient spaces for all inspectors to attend, however please book early as late booking may mean disappointment and having to attend a seminar outside your locality.

If you book but then cannot attend please advise us as so the space can then be offered to someone else. If you are a no show, you may be placed on a lower priority list.

Please note: the Lasham seminar, 27 June 2008, will probably be the last in this programme and any inspector who has not attended a seminar will be unable to renew their BGA inspector authorisation in September 2008. New Inspectors, appointed after September 2007, do not need to attend this round of seminars, although they would probably find it useful and informative.

The BGA would like to thank all the clubs who have assisted us with these seminars and made their facilities available for us, without you we could not have done it.

BGA AGM 2008

8 March 2008 at Hellidon Lakes Hotel Golf & Country Club, Daventry.

Same venue as last year.

We shall be there to help with glider transition queries as well as the usual varied programme.

Full details with booking forms in S & G and on BGA web site.

<http://www.glidering.co.uk/bgainfo/notices/conference.htm>

A NUTTY PROBLEM!

This picture was sent to me by David Mason, RTO for the Eastern region.

It shows a Slingsby Vega that had some loose objects inside the wing, on investigation it was evident that a squirrel had been using it as a food store. There is also evidence that some of the foam core was degraded, possibly because of urine.

This is a reminder to all owners of gliders that may not be in ideal storage conditions.



RADIO FREQUENCY CHECKS?

Although this has been a requirement on the BGA 267 for some time, only now has it emerged as a problem!

The requirement is that the radio has the output frequencies checked at four year intervals to assure they are within acceptable tolerances. Many inspectors have questioned this and enquired about the equipment needed to do it.

The BGA Technical Committee has taken advice and have decided the following change to the requirements is justified:

“Frequency tolerance checks are only required where the equipment manufacturer specifies they are required”.

This ruling does highlight some problems, as manufacturers of older equipment either did not publish maintenance manuals or if they did, are very difficult to obtain and probably did not consider the frequency check at all. To provide some guidance on the ruling the following should be used

If the radio is a 720 or 760 channel or later specification, frequency checks are not required.

If the radio is an older design then frequency checks are required at 4 year intervals.

The rationale is that 720 & 760 channel radios have integrated circuits and are not subject to the same frequency drifting as in older designs.

Jim Hammerton
Chief Technical Officer