



BGA Engineering News

Published by the British Gliding Association

Number 36, May 2006.

Regional Technical Officer vacancies – new regions

Following a review after the first year of Regional Technical Officers it has been decided to rationalise the regions and this has resulted in the creation of two new regions – Central and Central North.

The areas very roughly are east/west - A34/M40 to the A1/A15 and north/south - Lincoln to Oxford. With north of Birmingham in “Central North” and south of Birmingham in “Central” regions. The exact distribution of clubs yet to be finalised.

We are looking to two volunteers, one for Central and the other for Central North who are established inspectors to be Regional Technical Officers for these regions. The candidates should be well experienced in glider maintenance and procedures and preferably, motor glider maintenance. There will be opportunities for training as required. The role will involve some travelling within the allotted region (expenses paid) to visit clubs, own transport essential, and may also involve some audit procedures as the EASA requirements develop. The role will also include interviewing prospective inspectors and offering guidance and advice to less experienced inspectors. If you are interested in this developing role, please contact Debbie at the BGA office for more details.

“The Hard Stuff” by Martin Carolan

To accompany “The White Stuff” Martin has written a new book titled “The Hard Stuff” that explains some of the mysteries and provides guidance on GRP composite repairs. The book contains information on tooling, equipment and facilities, materials, Health & Safety, repair techniques and methods. There is also a very useful section on how to read and interpret lay up drawings.

The Hard Stuff is recommended reading for BGA Inspector candidates and those wishing to upgrade to Composite Repair rating. It would be a worthwhile addition to existing inspectors libraries wishing to know a little more about GRP repairs.

Contact www.svsp.co.uk or 01452 741463 for further information.

Glider C of A renewal paperwork

During the recent busy C of A season we have had many “complaints” that the 30-day ticket has run out and the owner still has not received the C of A back. On the majority of occasions it is obvious that the renewing inspector has not sent the renewal paperwork to the BGA in time. The 30-day ticket is provided to allow the processing of the renewal, a few days for the inspector, posting, processing by the BGA and returning the renewed C of A. This can all be achieved as long as each party acts responsibility. The 30 days does not allow for inspectors to hold on the renewals for weeks and send to the BGA in batches. There is also a possibility that pilots may fly their aircraft without a valid C of A, this may affect the insurance. Inspectors who constantly abuse the system will be considered as not taking their responsibilities seriously and may be dealt with accordingly. Also see over page “C of A renewals administration change”

LBA Web Site

The LBA in Germany have recently updated their web site and you may find that your “Favourites” do not work you may need to log on manually at www.lba.de and refresh your links. Some of the previously published links on the BGA web site may also not work.

BGA Web Site update

There is a new section on the BGA web site titled "BGA Administration FAQ's"

In this section you will find answers to some of the most often asked queries and links to the relevant web site pages. It is planned in the near future to include a section on buying a glider and to answer all those burning questions like what do I need in the way of documents, how do I get it registered and how do I get a C of A. You can look up the registration information now.

Glider Registrations

Just as a reminder, All gliders that were registered with the BGA from 28/9/2003 until 28/9/2005 must obtain a CAA "G" registration at the next C of A renewal. Details of how to do this are in BGA AMP Manual leaflet 3-7.

If the C of A has been renewed without the CAA registration you should register the glider now!

Glider registered with the BGA prior to 28/9/2003 DO NOT need to register now.

New gliders are registered immediately.

Testing of Oxygen Cylinders

David Evans from High Wycombe has advised me about a possible problem in servicing and testing of glider oxygen cylinders and offers some advice.

"OXYGEN CYLINDERS

The implementation of the Carriage of Dangerous Goods and Use of Transportable Pressure Receptacles Regulations 2004 causes new arrangements to come into effect on 1 July 2006 for the mandatory in service periodic inspections and tests of most gas cylinders. From this date all periodic inspections and tests of cylinders may only be carried out by organisations specifically appointed for this purpose by the Department for Transport. The previous arrangements whereby inspections and tests were permitted to be carried out by self declared 'competent persons' now cease.

In some areas industry has been slow to react to these changes and it is therefore possible that from 1 July there may be some disruption in the availability of these inspections.

It may therefore be advantageous for owners of cylinders which are close to their next periodic inspection date to approach their normal supplier in order to check for availability of inspections after 1 July or to have the next inspection and fill carried out before 1 July."

Further information on servicing glider oxygen systems can be found in BGA AMP leaflet 4-11.

Glider C of A renewals – Administration change

The Technical Committee has given approval to the following change.

From 1st June 2006 BGA C of A's will be returned to the registered owner after renewal and not the recommending inspector. It will be the owner's responsibility to affix the C of A sticker in the glider and keep the C of A in a safe place.

This change comes after many requests from inspectors and owners and is in line with normal industry standard. This initiative will also save inspectors the task of forwarding the documents.

Jim Hammerton
Chief Technical Officer