



BGA Engineering News

Published by the British Gliding Association

Number 48, May 2008.

TRANSITION REPORT

We are receiving supplementary and superfluous information with some transition packs, Photos of the glider, photos of instrument panels, copies of registration documents, work sheets etc. etc.

These have not been asked for as part of the transition paperwork so **please do not send it**. If you do, what will happen is that it will probably be disposed of as the BGA does not need it and it un-necessarily fills up our filing archives.

The correct place for information such as this is in the aircraft maintenance file or documents folder.

On the other hand please make sure you include all the relevant pages of the transition pack, preferably single sided to aid scanning, and double check that all the forms have been fully completed. Missing information may cause a rejection of the entire pack. The header page list all you should send.

We must stress that if your glider has not yet been transitioned, please do not leave it to the last moment as it takes time to process the application. We advise making use of the anticipation period of up to 90 days so that you will not loose any C of A time.

The EASA C of A and ARC issue process is still held up in the EU parliament (not CAA or EASA!) and we are fully aware of the 28 September 2008, C of A expiry date. We are discussing this issue with CAA and DfT. More news when we have it.

IT'S THAT TIME OF YEAR AGAIN!

Spring is here, its raining, with summer fast approaching and that grass is growing again. It's time to think about grass cuttings building up in the wheel box or air intake. I do not need to remind some how easily a fire can start with a slightly rubbing brake and tinder dry grass, and how difficult it is to put it out before the aircraft is destroyed.

Squirting a hose in the wheel box is usually insufficient to clear the grass build up and all that happens is the grease is washed out of the retracting gear pivots or wheel bearings. The best way is to use a small stick the dig it out. Avoid screw drivers or similar tools as you could cause damage without noticing it.

Another thing, many birds are building nests (or have already built them) and that nice access hole in your glider wing might be the most desirable residence in town, so keep an eye out and if leaving your glider parked in a hangar with access openings or if parked outside, use wing covers if appropriate.

INSPECTOR TRAINING (Final notification)

These are repeat venues for inspectors who have not attended a seminar so far and are wishing to renew their inspector authorisation in September. If you have not attended a seminar you will be unable to renew!

The Gliding Centre, Husbands Bosworth, 7 June 2008
Lasham Gliding Society, 27 June 2008 (Final Seminar)

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

MOTOR GLIDER AND TUG C OF A RENEWALS

Following a CAA initiative to simplify the way they handle C of A renewals the BGA has changed the way we process Motor Glider and Tug C of A renewals using the BGA M3 facility.

Details on the BGA web site. <http://www.gliding.co.uk/bgainfo/technical/news.htm>

If using the BGA M3 you must follow the new revised procedures and, please make sure you use the latest form and complete all the sections and questions. Remember you must hold a BGA CE rating and be attached to a BGA M3 to make recommendations to the BGA for Motor Glider and/or Tug C of A renewals.

EASA NEWS

There are some new NPA (Notice of Proposed Amendments) published by EASA that may be of interest to glider inspectors.

NPA 2008-03 Licences for non-complex aircraft, maintenance engineers. It is probable that new BGA inspectors will need to consider this. We expect to get some form of protected or grandfather rights for existing BGA inspectors.

NPA 2008-06 Restricted Type Certificates and Certificates of Airworthiness. We have several types of glider that will fall into this category due to "Orphan" status. It should be noted that it does not affect the transition process currently underway.

NPA 2008-07 ELA process. Probably some way off, but could affect all gliders and the majority of tugs.

You can read the NPA and comment if you wish by following the link below. The BGA is also reviewing the NPA's and will be commenting as necessary. As EU citizens you are eligible and encouraged to comment if you wish. Comment is only via the EASA web site comment tool.

http://www.easa.eu.int/ws_prod/r/r_npa.php

GLIDER BATTERIES

There are several new types of battery on the market – Nickel Metal Hydride (NiMH), Lithium polymer (Li-Po) or Lithium Ion (Li-Ion) as suggested alternatives to Lead Acid (Gel) batteries. There are a number of safety risks associated with batteries and with replacing lead acid batteries with non-lead acid alternatives. There is technical information including that relating to risks available at;

<http://www.dg-flugzeugbau.de/forum-dg0.html> (Click on the English language forum and on 'Non-lead acid batteries')

www.atsipowermanagement.co.uk (ATSI aviation, Technical Information, Glider Batteries)

<http://www.caa.co.uk/docs/33/CAP562.PDF> (Leaflet 9-2) Note: This is a 15 MB document

The BGA strongly advises owners in particular to fully understand the critical need to use the correct charging system, either installed in the aircraft or not, with whatever battery type is used and that differing technology batteries should not be mixed.

In terms of certification, glider parts should be approved by the type certificate holder or by modification and should be either released or a standard part. Glider batteries are normally considered to be standard parts.

Owners are advised that where batteries are replaced by alternatives, the installation, aircraft charging system (if appropriate), weight and balance and use meets type design approval.

Jim Hammerton
Chief Technical Officer