



BGA Engineering News

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Scheibe Gliders and Motor Gliders

Due to the winding up of Scheibe Flugzeugbau GmbH there has been uncertainty over the future support of Scheibe aircraft. We are pleased to announce that the type certificates have now been transferred to a new company. The new company called Scheibe-Aircraft GmbH is a subsidiary of Sammet-LTB and is based in Germany. Scheibe Aircraft have now have type responsibility and can provide spares and support for almost all Scheibe products (except SF23, SF34 and SF36). There may also be production run of SF25C aircraft depending on orders.

Contact details:

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Germany

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Website will be up and running soon www.scheibe-aircraft.de

It is requested that English speaking customers contact Scheibe Aircraft by email or fax as only limited English is spoken. Thanks to Peter Serge Fink, who is still acting as unofficial contact for Scheibe Aircraft, for finding out the information for us. In cases of difficulty you can contact Peter on 01293 885147 but try direct with Scheibe Aircraft first.

Hot Weather Problems 1

During hot and dry weather cut grass turns to dry hay. We have had one instance at least this year where a new aircraft was totally destroyed due to a wheel box fire. It should be remembered that friction brakes transfer energy into heat. At speed there will be a cooling effect but during slow ground positioning there is next to no cooling airflow and the slightest brake rub can result in high temperatures. This coupled with a wheel box full of cut grass (hay) is a recipe for disaster.

KEEP THOSE WHEEL BOXES CLEAR OF GRASS BUILD UP.

Hot Weather Problems 2

With high ambient temperatures consideration must be given to fuel temperature. Those aircraft running on Mogas are most susceptible to fuel temperature related problems including vapour locking and loss of power. Read your flight manual to check if there is a temperature limitation. Remember that usually it is the temperature of the fuel that is the limiting factor and this can be higher than ambient, especially after a long heat soak. Heat soak and vapour locks may also be a factor explaining why some self sustainer engines are difficult to start after a long flight. The presence of Alcohol is not permitted as this will worsen the problem, see Airworthiness Notice 98 and 98C for a simple Alcohol test.

2006 Inspector renewals

All current inspectors will have received or receive very soon, a renewal notice by post. Please complete as soon as possible and return to the BGA office.

Please note that all BGA inspector authorisations expire on 30 September 2006 and if you wish to continue certifying you must renew.

If you do not receive a renewal by post, please contact the office 0116 2531051 or office@gliding.co.uk.

Loose Articles

The continuing problem of loose articles in gliders has raised its head again. This time because of small articles being removed ("P" Clips in this case) and being placed in the map pocket. These items were subsequently thought to have been lost or disposed of and new ones fitted. At some point during the initial flights, after the maintenance was completed, one of the "P" clips escaped and landed at the base of the control stick, causing a partial jamb. Fortunately a safe landing was made.

It is tempting to put screws and other small items removed from aircraft into convenient pockets, cup holders or other receptacles, this is a temptation you must resist.

Personally, I use a plastic box or tool caddy to put removed bits in and then transfer to a clear polythene Sealy bag, then mark the bag with felt pen with where the items came from. This is training from day one in large transport aircraft maintenance and there is no reason not to follow the same principal in light aircraft and glider maintenance. It also saves time when putting the aircraft back together as you have all the screws etc. in one place without having to search for them.

The cost of the bags is insignificant. The cost of a control jamb can be very significant!

You can get polythene Sealy bags by the 1000 from your office supplier or in smaller quantities from your local supermarket. I would recommend you use zip top sealing bags rather than plain freezer bags as the contents can fall out of plain bags.

New C of A Document

We have been issuing the new style C of A's for some time now and by and large the process has been successful. However due to the new postal requirements and some improvements to the BGA data base we will be making some minor changes.

The format will be very similar to the existing A4 design but it will now be in A5 size with a laser printed C of A sticker.

The new layout has several advantages:

- The glider owner will get a new document every year so there is no need to return the old expired document with the BGA267. The only time the owner will need to return it, is for change of address or corrections (no charge). We will still make an administration charge for lost or defaced replacement documents other than at C of A time.
- The new certificate is printed directly from the database so reducing time spent processing and errors. Of course the data must be accurate, so it is important that we are notified of change of owner details or errors.
- The address is to align with a window envelope. We are now returning C of A's to registered owners.
- The new C of A sticker is Laser printed and this will reduce the tendency for the ink to fade due to UV light. The C of A sticker is a visual aide-memoir as the C of A document is the authoritative document.
- The new C of A sticker is part of the new form and is less likely to be lost prior to receipt.
- By using A5 format, the postage costs are maintained and not increased due to the new "Large Letter" size.

We will be continuing to issue A4 documents to "G" registration gliders as the BGA C of A is only a temporary measure. These gliders will be issued with an EASA C of A from early 2007

Junk & Spam E-mail

We are experiencing high levels of junk and Spam e-mails at the office. To ensure your message is not automatically or inadvertently deleted please ensure the subject heading is clear and relevant to BGA Business.

Jim Hammerton
Chief Technical Officer