



Engineering News

September 2010

BGA INSPECTOR RENEWAL

BGA inspector authorisations are due to expire on 30 September 2010, renewal reminders will be sent out within the next couple of weeks. This year to comply with Part M regulations we are asking renewing inspectors to complete a confidential biographical data sheet as we are required to hold the information for authorised personnel. You will receive the sheet with your invitation to renew or there is a word version you can complete by following the link.

<http://www.gliding.co.uk/bgainfo/technical/documents/bga-inspector-data-2010.doc>

Due to increasing insurance costs it has been necessary to raise the inspector's authorisation renewal fee to £50. This still represents very good value as liability insurance is very expensive. It is recommended that professional inspectors hold their own professional indemnity insurance and use the BGA policy as top up should the needed arise as the BGA policy would not satisfy all your obligations.

Please remember that if you have not applied to renew your authorisation before 30 September 2010 you will not be able to certify any work until your authorisation is renewed.

Please remember to send your renewal to the new address.

RIGGING MISHAPS

Reviewing recent accidents and incidents the BGA airworthiness management team has noted a significant number of occurrences where gliders have not been rigged correctly. This is mainly in the area of control connections. This is of course can have very serious implications if the error is not picked up. The underlying cause is being investigated but it is suspected that disturbances during rigging and DI or unfamiliarity with the type may be the primary factors. It is very important not to disturb someone during these tasks and if you see someone about to, ask them to wait a while. If you are disturbed, go over the task again or ask someone else to double check it for you. Expect a Safety Initiative on this soon.

QUALITY ASSISTANTS

The BGA is looking for two Quality Assistants to support the BGA Quality Manager with the implementation of the BGA Airworthiness Quality System. There are two positions: one centrally based in the north of the UK, and the other in the south. This remunerated role includes inspector and site auditing, aircraft audits, and general support of the BGA Quality Manager. [Full details can be found by following this link.](#) Other news at:

<http://www.gliding.co.uk/bgainfo/news.htm>

GLIDER BATTERIES

There have been several incidents involving glider batteries lately (not just in the UK) where there was a fire caused by some form of short circuit. The causes are varied from possible damage to the battery itself, incorrect connection, incorrectly fitted lids on closed box installations etc. Even though glider batteries tend to be relatively small compared to powered aircraft, they still contain a lot of stored energy and the potential for a fire is high. Remember it is absolutely imperative that glider batteries are protected by a standard type fuse of the correct rating as close to the battery as possible and the box or mounting is constructed to prevent incorrect installation, cross connection or shorting.

SAILPLANE LOG BOOK

Just going to press is the long awaited new BGA Sailplane Log Book. Thanks to many inspectors, owners and members of the BGA Technical Committee who have read the draft versions and made helpful comments. The new log book is A5, the same size as your GMS, so can be kept together. Use is encouraged but not mandatory, however the old style log book will no longer be available due to stocks being almost exhausted. The



new book is EASA compliant for sailplanes and "Turbos" and also suitable for Annex II sailplanes. It is not suitable for SLMG, TMG or powered aeroplanes. Use is similar to other GA log books but the BGA Sailplane Log Book has some unique features. There is an equipment list and weighing sections as well as pages for recording Airworthiness Directives and modifications. Recording of hours and launches is exactly the same, monthly blocks, however should you wish to record them on a daily basis there will be enough space for this.

Details of price and availability will be available on the BGA web site very soon.

PREPARING FOR WINTER LAY UP



Many gliders are laid-up for the winter season, however due to the wettest August for many years some will have been put away wet just as it was starting to rain so never got the chance to dry. To avoid opening up the trailer next spring and finding a nice crop of mould, take advantage of the nice autumn weather and get the glider out and give it and the trailer a chance to dry. Give it a clean and polish and make sure the remnants of the summer snack have been cleaned up. Maybe its time to do a spot of maintenance on the trailer at the same time!

Hoping for an "Indian Summer".