



Engineering News

September 2011

Number 67

Inspector Renewal

Any time now you will receive your inspector renewal letter and application form. Please remember that all BGA inspector authorisations expire on 30 September and to continue to certify aircraft under the BGA Maintenance Organisation (CAMO) it is imperative that you apply for renewal by the due date. If we have not received your renewal application by 1 October you will not be authorised to certify aircraft until you receive your new certificate.

Please note there is a change to the question for ARC signatories; please enter the last two ARCs you have completed. This is a reminder that you must complete two in two years to remain current.

Annex II Gliders

Some will have noticed that the BGA is raising the awareness of Annex II gliders. Starting with surveys on 2 seat aircraft, the BGA Quality Team is carrying out audits to assess the condition of the fleet. We will also be asking questions if you re-commission a glider after some time out of use. We need to know the storage conditions, what work has been carried out to re-commission the aircraft and whether any major work has been carried out. If, when applying for a new BGA C of A, you include this information with the application it will save time in processing the C of A. This is all part of our new initiative called "Aged Aircraft Programme" where we will be looking at the Annex II scene and the supporting structure and, amongst other things, will be looking at the skills needed to maintain the aircraft as we are very aware that some of the old wood-working skills for example, are waning.

Transponder Maintenance

If a transponder is installed in a sailplane that you are maintaining, you need to be aware of the requirement to inspect and maintain these. This applies even if the transponder manufacturer states "no maintenance is required" because there are some inspection tasks that must be done on an annual and bi-annual basis. The majority of the tasks can be certified by a BGA inspector with GL authorisation; however certain tests when, or if, required can only be certified by someone with a BGA RE rating or suitable CAA license. Part 66 B2 licensed engineers can only certify if they hold a BGA Radio Engineer (RE) authorisation. Contact the CTO for more information. The rationale behind this initiative is that, as an installed system in a glider (or aeroplane), there is a need to maintain it to an acceptable level to ensure it is safe and meets the design requirements. Transponders are

among a unique range of equipment that interact with other aircraft and ground stations and wrong information can be a significant safety hazard. In addition there are increasing areas within the UK and elsewhere where there are transponder mandatory zones; to enter such zones you must have confidence in the transponder system and be able to assure reliability. Battery capacity is a significant issue in sailplanes where a relatively high demand is placed on the battery.

Transponder maintenance information can be found on [BGA Inspection 052/08/2011](#) and is recorded on BGA 284 worksheet ([AMP Manual Part 1](#)).

Change of ownership

The CAA is enforcing the policy of strict notification of sale and transfer of ownership. If an aircraft is sold, the owner must advise the CAA of the sale and the new owner has to register it within 28 days. Failure to do this will mean the aircraft is grounded due to the C of A suspension; after a further 28 days the C of A is revoked and it then becomes an expensive and time consuming task to apply for a new one. More information on the updated [Buying and selling a glider briefing](#) notice.

Pawnee Oil Pressure/Temp Gauge

If the dual mechanical oil pressure and temperature gauge on your Pawnee has failed you will find it is now obsolete and to repair the old unit is a lengthy and expensive process. You are liable to be without it for at least a couple of months whilst being repaired, meaning the tug is grounded. To help gliding clubs, the BGA now has an EASA approved modification to install an electronic gauge, [Electronics International Inc. OPT-1](#) costing significantly less to install compared with repairing the old unit.



Pawnee operators who are interested should contact the BGA CTO for details.

Please note: the OPT-1 does have FAA STC approval; however you cannot install it in an EASA aircraft without an EASA approval.

Unleaded Petrol

Many self sustaining and self launching sailplanes are permitted to use unleaded petrol - usually obtained from garage forecourts either as a listed fuel in the flight manual or by CAA concession. It should be noted that the formula for unleaded petrol is gradually changing with the addition of Bio Ethanol. Last year oil companies were required to add 5% to unleaded petrol. New 10% Bio Ethanol petrol is being sold in France - expect the rest of the EU to follow. What does this mean for your sailplane? Apart from the legalities of using the fuel, from an engineering perspective, the fuel can have a detrimental effect on some of the rubber components especially thin rubber type diaphragms where they can distort or swell. This should be investigated as a possible cause if poor starting, running or loss of power is experienced. The BGA would be interested in feedback of suspected fuel issues.