

Category: Bestuur der Luchtvaart

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Written by: Administrator

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An exciting day !

First real inspection of the work done so far. Mr Brotcorne, inspector of the Belgian Aviation authorities (DGLV) came by to evaluate my documents, workplace, tools and work executed so far on the tail section.

The documentation part implies the information about follow up on service bulletings, change parts log, noting down shipments dates of packing lists and the airplane license agreement, providing information on the mandatory modifications and official 'circulaires'.

By advice of Mr Brotcorne, I am considering re-applying for the "utility category" instead of the originally requested "normal category". This means that within the limits specified by the UK certification, acro-flights are allowed. All that is needed additionally is a small checklist for extra tests during the initial test flights.

The workshop inspection includes inspection on the use and availability of the proper tools according to the airplane constructors manual, organisation of the hardware and verification of the certificates for calibrated tools.

Next step was the inspection of the already completed parts of the plane itself.

This was very interesting for me as it gave me confirmation that the quality of my work is according to the requirements. For a first time metal worker, this surely is a relief when you hear you are doing well.

The inspection itself is very thorough and includes compliance to the plans, use of the correct hardware (rivets, bolts...) and quality of the set rivets and bolts (no cracks, no bends, tight fits...) Although I was sure I followed the plans closely, it is reassuring that a second pair of experienced eyes verified the work and confirmed all is well.

The inspector is really providing lots of information and tips. He will give you the impression that he is merely working with you on the project instead then trying to fail you. Certainly a welcome feeling.

I was so excited after the inspection that I couldn't resist continuing on closing the items until late in the evening.

All parts can now be closed with solid rivets and after inspection also of my wing jig, I got the 'go' to start building the wings.

18/08/2011 - Empenage Inspection - 4h

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Thanks, Mr Brotcorne, and also everybody who participated so far to the project to reaching this first important milestone.

