

Guidance on Cable Inspection

Before each day's flying, the winch driver must inspect the cables to check for weak cable repairs, but what should he be looking for?



This is a picture of a recently fitted ferrule, note the ends, which are belled or trumpet like, and the crimping tool marks which are well defined and deep.

Compare this with the one on the right. Note the ends which have lost the belled look and are

becoming tapered, the crimper marks are less well defined and the material thickness is reduced generally. This ferrule, whilst serviceable for the moment, is well on the way to needing replacement.



Now compare the one below, well worn, no crimp marks, no bellying whatsoever. This ferrule should have been replaced well before getting to this state. This is a cable break waiting to happen



The ferrule on the right is a similar-looking one that did pull out.



The pictures above show failed repairs. Note the general wear to the ferrule, and particularly at the ends, which are sharp and show none of the flare associated with a newly compressed ferrule. They should have been replaced long before reaching this state.

Winchmaster