

## Willington T Charangwa EngTech ARAs

### CASE STUDY

My name is Willington Charangwa and I work as a technical administrator for Bombardier Transportation, a global manufacturing organisation that provides rail solutions, ranging from complete trains to sub-systems, maintenance services, system integration and signalling.

Based at the East Ham depot in London, I provide all the administration to over 50 technical staff servicing electro motive units for the C2C project. This includes writing technical bulletins to reflect changes to vehicle maintenance instructions and procedures, reviewing of non-conformance and rectification as required, overseeing production costs, updating performance and project KPIs as well as introducing new safety initiatives.

Last year I gained professional registration as an Engineering Technician (EngTech) with the Engineering Council (EngC) via the Royal Aeronautical Society (RAeS). Getting the recognition of my professional achievements has always been my goal and registration as an EngTech certainly demonstrates this. As my career develops I would like to progress to Incorporated Engineer (IEng) and then Chartered Engineer (CEng); I aim to achieve this within the next five years.

Although I now work in the rail industry, I started my career in aeronautical engineering as an apprentice aircraft fitter for Air Zimbabwe. On completion of my apprenticeship, I was given the responsibilities of overhauling, repairing and servicing aircraft components for the organisation.

In 1992 I left Zimbabwe and moved to the USA where I studied for the Airframe and Powerplant Mechanic Licence with the Riverside School of Aeronautical Utica in New York. This licence allowed me to repair and maintain USA registered aircraft.

Moving back to Zimbabwe in 1998, I became a ramp safety officer at Harare International Airport, responsible for commissioning the new modern passenger terminal. My duties included carrying out safety audits, planning airside movements and liaising with airline operators and ATC, the civil aviation authority of Zimbabwe. I was also responsible for the training of all airside operators in aviobridges, airside busses, auto docking systems and auxiliary power suppliers.



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In 2003, I moved to England where I enrolled on an accredited MEng degree course studying aeronautical engineering at City University of London. Unfortunately, after one year I was forced to suspend my studies due to family commitments.

Although no longer studying, I soon found a job as a hydraulic technician at Lufthansa Technik Group based at Heathrow Airport before joining my current company in 2007.

By this time, I was already an Associate member of RAeS and I was fully aware of the benefits of professional registration. Although my initial goal had been to apply for CEng registration on completion of the MEng degree course, my employer encouraged me to consider EngTech registration, as my existing experience already met the requirements of this professional qualification.

I contacted RAeS and was given comprehensive support and advice on the process. Once I had submitted my career profile, I was invited to attend an interview with two members of the Grading Committee; a short while later I found out I was successful and that a registration had been sent to the EngC with my name on it.

Although I do not yet have the required academic qualifications for registration as an IEng or CEng, I have set my goals and I am aiming high. My employer is fully supportive and has included IEng on my career development plan. I know that without the required academic qualifications, I will have to demonstrate the knowledge and understanding in other ways, but I am determined to reach my goals and progress up the professional registration ladder. My advice to anyone considering professional registration is to approach it in a systematic manner, pay attention to detail and to remember that there is a never ending need to improve on what you know.

Willington T Charangwa EngTech ARAeS  
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