



BGA Engineering News

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ARC RENEWAL PAPERWORK – IMPORTANT REMINDER

We are continuing to receive separate BGA 267 and 276 forms without copy ARC's or without payment or vice versa. Please note that it is the BGA Chief Engineers' responsibility to ensure all the required information and documents including correct payment are received at the BGA in the same envelope within the 5 day period allowed. Failure to do this may result in the paperwork being quarantined and failure to process the ARC in the specified time sale and may mean invalidation of the ARC.

If a BGA Chief Engineer entrusts the posting of the paperwork package to the aircraft owner, as sometimes happens, the responsibility still remains with the Chief Engineer for ensuring it is complete and correctly received by the BGA.

PART M UPDATE

The BGA is well on the way to satisfying the CAA for the initial Part M subpart F Maintenance Organisation approval with the majority of the primary maintenance sites visited. During these visits the CAA surveyor accompanied by the BGA Quality Manager, Peter Johnson, made a number of general observations that should be noted by all BGA inspectors.

The BGA subpart F approval in the main is based on the BGA procedure set that has been developing over a number of years and to remain compliant with Part M regulations all inspectors must follow these procedures.

General areas that need attention;

- Storage of parts and materials, including segregation of unserviceable components, component and material shelf life control (some items usually containing rubber materials or chemicals, have a shelf life) and recommended storage conditions for certain items.

Correct storage of parts and material is imperative to ensure the item is still in a serviceable condition when required. As we all know some chemicals including rubber type products deteriorate over time if stored incorrectly. E.g. Using material that is no longer fit for purpose could render an otherwise good repair completely non airworthy. There is plenty of information already published or if in doubt ask the manufacturer of the product.

- Calibration of tools including torque tools, weighing scales (materials or aircraft) and measuring equipment where the measured value is specified in the maintenance data.

Periodic calibration of tools and equipment is to ensure there is a proven confidence in the accuracy of the tool. E.g. if a particular torque is specified and an incorrect torque is applied it could result in a failure or disconnection of the part, sometimes it may contribute to rapid wear in other areas (crankcase bolts for example). Maintaining a record of the calibration helps to establish this confidence.

- Copies of repair schemes and following the requirements of the approved method.

Repair schemes are in effect a work instruction on how a particular repair should be carried out. A lay up drawing is part of a repair scheme but should be used as directed. E.g. a new assembly lay up may not be suitable as a lay up for a repair as different stresses may be involved or you may be altering the designed load path in a subtle way. Some modern structures may not be repairable or need special process to be carried out, the repair scheme will identify this.

- Use of work sheets and work pack control.

Use of worksheets and work pack control is important to ensure all work is recorded and equally no work is missed. Disconnecting a control but temporarily reassembling is a good example, this must be recorded to ensure it is rectified before the aircraft is completed. Work pack control is to ensure no defect sheets are lost possibly leaving unrectified defects or actions.

- The raising of maintenance work orders.

Maintenance work orders apart from being a Part M requirement, also establish what work the owner (who is the maintenance manager) has entrusted you to do. This has both safety and commercial implications. E.g. Safety – he may wish you to carry out a particular inspection following an incident or flight report. Commercial – if there is disagreement over some cost issues, it establishes what you both agreed to do.

- Completing repair records including the process, work stages, inspections, batch numbers of materials and curing details.

Repair records showing the assessment, repair actions to what scheme, parts used and batch traceability, cure and process details and records are needed to properly record a repair. E.g. recording a post cure stage will enable you to have confidence that the conditions were met and the process was correctly completed even though you may not have been present during the whole process.

As you can see the main problems are paperwork and following procedures, the work itself is to a high standard. It should be noted that glider maintenance has moved from an unregulated activity to a legally regulated task and thus procedures must be followed.

TRANSITION UPDATE

The current transition process is almost completed, we have written (again) to all the glider owners with outstanding transition queries. If you have a pending transition and have not heard anything or received your C of A & ARC you should contact the BGA.

IT IS VERY IMPORTANT THAT ALL OUTSTANDING TRANSITIONS ARE COMPLETED AND QUERIES ANSWERED AS SOON AS POSSIBLE.

We will be discussing with the CAA how we process gliders that have not been transitioned after end of September.

DAMAGE ASSESSMENT

Damage assessment can be particularly difficult! Gliders and light aircraft are very susceptible to secondary damage especially where an impact has occurred outside the normal load paths. A particular case in point is where a glider suffered visably minor elevator trailing edge impact with serious damage to the tail plane attachments. If inspecting any damage also take a very close look at supporting structure for secondary damage.

AIRWORTHINESS DIRECTIVE NOTIFICATION

We are updating the way we notify owners of airworthiness directives, the primary method of communication will now be via the BGA web site. See news item below:

Airworthiness Directives – Notification 5th August 2008

Aircraft owners (including glider owners) are responsible for ensuring that their aircraft remain airworthy. This includes staying up to date with Airworthiness Directives. The BGA recommends that owners subscribe to the CAA airworthiness newsletter Email service to receive Emergency Airworthiness Directives (EADs) at <http://www.caa.co.uk/subscriptions>. We recommend ticking the Notify box and including the Emergency Airworthiness Directives, Aviation Maintenance and Aviation Safety categories in your preferences.

The CAA maintains a list of EADs at <http://www.caa.co.uk/eads> and EASA also publishes Airworthiness Directives at <http://ad.easa.europa.eu/>. The very comprehensive EASA web site contains all EASA ADs. There is a filtering system and a free subscription notification service.

The BGA Airworthiness organisation provides important guidance and advice for all BGA owners of EASA and Annex 2 gliders, motor gliders and tugs. This support will continue to grow and we recommend that all owners subscribe to receive free BGA airworthiness Email alerts at <https://www.glidering.co.uk/subscriptions>. Owners without internet access should discuss how they can access relevant airworthiness information with their club Technical Officer or with a BGA inspector.

If you know of a glider owner without internet access, please discuss this issue with them to ensure they make arrangements to keep informed. The news item above was written with owners in mind as they are responsible for managing their own airworthiness, it is highly recommended that all inspectors subscribe to the BGA and other AD services to keep informed. All the subscriptions services suggested are free and, to the best of our knowledge, do not generate unwanted emails.

ON A LIGHTER NOTE!

Fed up with the summer! Long haul caravan get-away



Jim Hammerton
Chief Technical Officer