



BGA Engineering News

Published by the British Gliding Association

Number 40, January 2007.



Merry Christmas
&
A Happy New Year
From



**The BGA Technical Committee, Regional
Technical Officers and CTO**

EASA Update

Our ongoing discussions with EASA and the CAA are progressing well with regards to the acceptance of UK unregulated (BGA) gliders into a regulated regime. EASA are sending a team to the UK in January to review the BGA airworthiness system and a selection of gliders with a view to "Grandfathering" them as Part 21 compliant. This means that if our historical airworthiness system is accepted, all those gliders (approx 2000 in number) will be eligible for an EASA C of A and save the need for retrospective mod approval of all those modifications done over the years.

Some have said "Why are we embracing the EASA regulations" the simple answer is that we have no choice, as EU regulations are UK law. However we are actively involved in the rulemaking process and have several BGA representatives on EASA working groups with the aim of making the rules as appropriate as possible for Gliding as well as General Aviation.

Transition to EASA C of A's. this has now been postponed to September 2007 for post 2003 gliders by which time we will have agreed the process with the CAA and have suitable design processes to enable modifications to be approved. This includes instrument panels fitted after the glider was delivered.. Unfortunately the joint Design Organisation Approval (DOA) with the PFA is no longer possible, however Talks with another DOA are at an advanced stage and the anticipation is that BGA Inspectors/owners will be able to do most of the design and application process themselves so reducing the costs as much as possible.

Canopy Jettison

It appears that far too many glider owners are not heeding sensible advice with regards to canopy jettison. We have received far too many reports, including an AAIB Safety Recommendation, that glider canopies are being restrained by electrical cables for additional equipment. Some of this equipment is mounted on the canopy and in other cases the canopy frame is used as a convenient support for cables feeding hinged panel mounted items.

Cables restraining canopies will impede the jettisoning of the canopy in an emergency and will put lives at risk.

Please see entry in TNS regarding required action for BGA Inspectors on this issue.

RTO Vacancy

We still have an RTO vacancy for the **Central region**. Area very approximately North/South M4 to Birmingham, West/ East M5 to A1, encompassing 9 BGA Clubs. If we have an inspector who would like to consider this role please contact Jim Hammerton to discuss or get more details.

The role would suit an experienced inspector who wished to get involved in the quality side of glider maintenance. Duties include club visits, inspector interviews, and surveys; however, there is no commitment as far as time of number of visits and the BGA reimburse out of pocket expenses.

Ageing Aircraft

Following another AAIB investigation, although nothing to do with the accident concerned, it was observed on a vintage glider, that some of the wing spar fitting hardware was extensively corroded. Not to the point of becoming non-airworthy but it could have deteriorated to a non-airworthy condition a short time. The main problem is that such hardware can be concealed in closed bays with no easy access. During C of A inspections, whenever possible, consider the inspection inside closed bays for corrosion and deterioration.

The Technical Committee will be reviewing guidelines for inspecting Ageing Aircraft and consolidating inspections raised over the past years to offer thorough and appropriate guidance to inspectors.

BGA Conference - Date for your Diary

The conference will be held on Saturday 10 March 2007. The venue for the conference has been changed this year to Hellidon Lakes Hotel and Country Club, nr Daventry. More details on the BGA web site <http://www.gliding.co.uk/bgainfo/notices/conference.htm> and in S & G

As usual I shall be there with the RTO's to answer your questions and queries.

Internet Clinic

BGA Conference, Saturday 10 March 2007 – 0900 to 1100

- Having trouble finding technical information about your glider on the internet?
- Bugged down in the AD minefield?
- Are you searching into the early hours looking for that TN?

We may have the answer;

Come along to the **Internet Clinic** - view demonstrations, ask questions, improve your surfing skills (without getting wet!)

This clinic is open to all, but is primarily aimed at inspectors who find using the internet difficult to research information.

Glider C of A Fee

Please note the BGA Glider C of A issue and renewal fee is **£69**.

I have been advised by the office that incorrect fees can mean a delay in processing the C of A renewal. <http://www.gliding.co.uk/bgainfo/technical/fees.htm>

Glider Maintenance Records

As a reminder to inspectors and owners, maintenance records should be kept safely and not disposed of. The best way is to create a maintenance file(s) for each glider or aeroplane with all the worksheets and other documentation in a chronological order. It is an EASA requirement that aircraft records are transferred to new owners and kept for 2 years after the aircraft has been destroyed or permanently retired from service.

BGA Christmas Holidays

The BGA office will close at 1200 midday on Friday 22 December and re-open in the New Year on 2 January 2007.

Jim Hammerton
Chief Technical Officer