



# BGA Engineering News

Published by the British Gliding Association

Number 31, July 2005.

## **RTO Visits**

The newly appointed Regional Technical Officers are making club visits in your area. Early reports are reasonably encouraging with the airworthiness standards being high (as we expected!), however there is common theme that is rather disappointing, the workshop tidiness and organisation. I know that the pressure is to complete the aircraft as soon as possible and the tidy up tends to get left. Now that the C of A season is slowing down we all need to think about the workshop or hangar itself. We must strive to present a well organised "professional" approach to aircraft maintenance, so wheel the skip in and chuck out all that old junk, tidy up the paperwork, get the tools calibrated and do all those jobs you have been putting off and be ready for the next season.

## **More Loose Articles**

A recent accident report informs us of a control jamb caused by a rigging aide being left inside a glider. Fortunately there was no damage, other than to the pilots under garments! It appears that a one man rigging tool was inadvertently left in a DG sailplane. The device secures the first wing to the fuselage whilst the second wing is inserted and prevents the first wing being pushed out again. It is appreciated that this is not a "Technical" issue but if you see anyone using such a device please remind them to make sure they account for it and any other loose items before flight.

## **GRP Course**

We are pleased to announce that Severn Valley Sailplanes have offered to run a GRP inspection and repair course at their premises nr. Stroud Gloucestershire (4 miles from M5 J13). The course is for the benefit of BGA inspectors who would like to gain or improve their knowledge of GRP sailplanes. Perhaps your club is upgrading the fleet from wood and fabric to "Glass". The course dates are provisionally set for 7 November 2005 for 4½ days. The cost will be in the region of £550 per delegate plus VAT. Martin Carolan will be able to assist with booking local accommodation (not included in course fee). Those interested should contact Martin Carolan at Severn Valley Sailplanes for a Prospectus and application. 01452 741463 or [martin@svsp.co.uk](mailto:martin@svsp.co.uk)  
Space is limited, so get your name down quickly if you are interested.

## **Baker Engine Oils**

If you have been using Baker engine oils in your tugs you will be unable to re-stock, as unfortunately they are no longer in business. I have a contact at Shell UK if you need to arrange an alternative supplier. Contact [cto@gliding.co.uk](mailto:cto@gliding.co.uk)

## **Whilst on the subject of oils**

Many traditionalists are still using single grade oils (w80, w100). Where these oils are all very good and specified for some aircraft, oil technology has come a long way in the past 20 or so years and it may be worth considering the use of advanced multigrade oils. The use of a dual viscosity oil such as 15w50 has many advantages such as behaving as a thin oil when cold and a thick oil when hot, thus avoiding excessive starting loads and providing better lubrication when operating at high temperatures. It also avoids the need in some cases to swap from "Winter" oil to "Summer" oil. Some oils contain advanced anti-wear additives. At my club we have been using Multigrade oil for about 20 years with no problems. Don't just dismiss it, think about the advances in oil technology.

## **BGA Inspector Ratings and What are you allowed to certify**

There is still some confusion over what a BGA inspector may certify. The exact wording is laid out in the BGA Airworthiness Exposition part 2, section 2.2. Every club Technical Officer will have a copy. To summarise:

An inspector with a GL rating may certify C of A renewals, inspections, replacements and minor repairs to airframes.

An inspector with repair ratings WR, CR, MR may certify major repairs that do not jigging or alignment of fuselage or wings (spars). An inspector with /A/ (Senior inspector) may certify repairs that involve jigging and alignment.

An inspector with SS or MG may certify engine systems on Self Sustaining Sailplanes or Motor Gliders respectively.

For further details please refer to the Airworthiness Exposition.

## **EASA News**

We are still progressing the issue of EASA C of A's to new gliders. The processes have now been agreed and are due for finalisation very soon. Only one or two small points need to be resolved and we are still planning to go live on 28 September 2005. There will be notification in BGA Engineering News and S & G, however there may not be very much notice due to lead times and publication dates. We recommend you keep a watch on the BGA web site for the latest developments.

It looks like the BGA suggestions to the list of "Pilot Maintenance Tasks" has been taken on board by EASA and the new list will contain tasks appropriate to gliders generally (powered and non powered) and more closely reflect the capabilities of the majority of owners. This and the rest of Part M is in the final stages of consultation.

## **New Procedures for issue of Permit to Fly for C of A flight testing**

On Motor Glider and Tug C of A renewals only, to carry out the flight test or reposition the aircraft when the C of A has expired there are new procedures to replace "A" conditions.

- The Chief Engineer at the BGA maintenance facility should apply to the CAA regional office for their area by sending form Appendix 2 of AWN 9.
- The Regional CAA office will issue an EASA Permit to Fly, normally within 5 working days, valid for 2 months. There is currently no charge for the permit issue and it would not normally require a CAA survey.
- When the aircraft is ready to be flown the Chief Engineer must issue a Flight Release Certificate (FRC) form BGA214 (06/05), valid for a maximum of 14 days.
- If the flight test or positioning flight is not completed within the validity of the FRC or if the airworthiness condition of the aircraft is altered, further certificates may be issued up to the validity of the EASA Permit to Fly.

There are some important notes to bear in mind.

- The Permit to Fly is not valid unless there is a current FRC to validate it.
- The FRC may only be issued by a BGA Chief Engineer.
- The Permit to Fly is only for C of A renewal flight tests or repositioning and only valid for flights within UK airspace.
- The Permit to Fly may not be used for normal operation flights.

More details can be found in Airworthiness Notices No 9 and 29.

Spare forms attached to TNS 06/05.

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