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ARC Renewals

As previously highlighted, ARC signatories are reminded that the 2 in 2 years recency requirement must be complied with to allow you to issue ARCs in the BGA CAMO. We have had several ARCs rejected because the signatory has lapsed resulting in the aircraft being grounded whilst another review is carried out and a new ARC issued. It is up to you to monitor your own activity to ensure your authorisation has not lapsed.

Lapsed or Expired ARC?

We are often asked what happens if my ARC lapses for a while whilst I am not using the glider. This is not a problem and the renewal is straightforward provided you remember a couple of points:

If the ARC expired more than 3 months ago, the aircraft drops out of BGA Airworthiness support and the BGA CAMO. This means that BGA inspectors are no longer authorised or insured to work on the aircraft. To rectify this, the owner needs to purchase an Airworthiness Support package from the BGA. This process re-enters the aircraft into the BGA CAMO and allows access to support, including inspectors. See [BGA Part M info](#) for more information.

Airworthiness support lasts for 12 months. If the glider is in long term restoration, please remember that the support will need renewing. This does not affect non-transitioned or Annex II gliders.

Workshop Standards

During recent audits and visits it has been noted that some glider workshops are not up to scratch. A common misconception is that as glider workshops, in the main, do not need to be approved / the standard does not matter - quite the contrary! [Part M](#) and BGA standards apply to all workshops where maintenance is carried out irrespective of whether formal approval, such as BGA List 1 sites, is required. We are in the process of producing an AMP leaflet to offer guidance but, in the interim, it should be remembered that good engineering practice applies (clean and tidy work area, protected from the elements with suitable floor and light; adequate tooling and equipment, calibrated as necessary; control of parts and disposal arrangements as necessary; data and literature up to date and available for maintenance personnel.) All this aids good maintenance standards. If in doubt or need advice and guidance you can contact the [CTO](#) or your [RTO](#) who will be pleased to advise.

Complex Task Approval

Applications for complex task approval are steady but appear to be on the low side. Either there is nothing going on (e.g. broken gliders) or maybe inspectors are not applying when they should. Please remember that we are in a different world now and your BGA inspector authorisation does not cover anything deemed as a complex task unless you have sought prior authorisation or you are listed as a BGA List 1 site. The reason is that, unless the person is certifying the work on an ELA aircraft is using the authority of a Part 66 license, the work can only be certified under a Part M subpart F or Part 145 approval. The BGA process for this is either to approve the site as List 1 by undertaking a rigorous audit or by individual task approval.

The current List 1 sites are as follows: McLean Aviation, North Yorkshire Sailplanes, Targett Aviation, Severn Valley Sailplanes, Zulu Glasstek and Lasham Gliding Society Maintenance.

We are pleased to announce the Lasham maintenance section as the first BGA club workshop to be credited with List 1 status. Airborne Composites have been removed from the list as they have their own Part 145 approval to cover repair work.

If you are not List 1 and need to carry out anything deemed as a complex task as described in [AMP Leaflet 2-13](#) you must apply. Remember, approval is per individual task so if you do the same job again on the same or a different aircraft you need to re-apply. Please also remember that if the work involves jiggging or alignment such as spar repair or fuselage, a Senior BGA inspector is also required.

Strange Season

It has been a strange season so far. First a very dry spell and early spring with hosepipe bans looming, then wet and windy, now hot and humid with thunder storms. Many of our wild birds have seen this as an opportunity to have a second brood so the risk of having a nest in your aircraft or trailer is going on for longer this year.

Don't forget that a bird as small as a wren can get through a 1 inch hole to find a nice dry nest site. They are not practically fussy if that inch hole is a nest box or the hole in your trailer you were going to fix one day. Remember, if you have a nest with eggs or chicks you are not allowed to disturb them and it might be the day of the year.



The warm and wet weather is also making the grass grow like fury so the tractors will be out mowing at every opportunity. Don't forget to make sure those wheel boxes and air intakes are kept clean as we don't want repeat brake fires, do we?