



BGA Engineering News

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EASA Update

During January an Airworthiness Review Team (ART) from EASA Cologne, came to visit the BGA to carry out the first ever external audit of the BGA Airworthiness System with the objective of establishing if the BGA system was the equivalent of other European Airworthiness Systems. The main reason for establishing equivalence is to allow acceptance of BGA gliders, with the exception of Annex II aircraft, for eligibility of issuing an EASA C of A in due course to comply with EU regulations.

By the way, Annex II aircraft are exempt EASA regulations and will remain with the old BGA system. The types of aircraft are in general vintage types, prototype and specials. EASA is still compiling the full list and the BGA has, in conjunction with the VGC, had significant input.

During the ART visit, the team from EASA accompanied by Howard Torode (Chairman of the Technical Committee), Pete Stratten (Chief Executive) and myself (CTO), audited the BGA procedures and records and visited two gliding sites. Thank you Halton and Lasham. The changes we have made to our airworthiness procedures of late, and your support helped enormously with the audit and result.

I am pleased to announce that the result of the ART was that they found the BGA Airworthiness system was equivalent to that of a National Aviation Authority prior to the introduction of EASA regulation. The ART made a few observations and in the main, these were against historical records for modifications and individual airworthiness records (Log books). Both these issues we will be addressing by way of training and revised procedures.

A big thank you to everyone who assisted us with the visit.

What next?

We developing procedures, in conjunction with the CAA, to allow the transition of pre and post 9/2003 gliders issued with a BGA C of A to EASA C of A. This will mean some changes to the way we do things, however never fear, the role of the BGA inspector has never been so important. We are planning with the CAA to make the transition at the expiry of the BGA C of A during the period 28 September 2007 to 27 September 2008, and of course, we will be advising owners and inspectors in plenty of time to achieve this. We also are developing procedures to comply with Part M (Maintenance and Continued Airworthiness). Part M will be applicable to all aircraft with an EASA C of A (Gliders, Motor Gliders and Tugs) from 28 September 2008. Working with Part M will mean changes in the way maintenance and continued airworthiness are managed and the approvals and authorisations issued. Again, our inspector force is fundamental in achieving this so please work with us and we will attempt to make the change as painless as possible. Please don't ask for further details right now as the processes and procedures are not fully developed and approved. You can review the regulations on the EASA web site http://www.easa.eu.int/home/regul_en.html

As a prerequisite to obtaining the EASA C of A, all applicable gliders (not Annex II as far as we know) will need to be registered and display "G-" registration marks. **We are not asking you to register your aircraft now.** This should be done about 3 months before the expiry of the BGA C of A after September 2007

(If your C of A expires in September you will be advised to start the process in say, July, however we will give adequate notice)

However, if you are having your glider refinished soon, you might like to consider having the new registration marks applied during the process rather than having the existing format and having to change in a year or so. The registration process will not cost any more, currently £60 for an "in sequence mark" and the process is well established, see AMP manual leaflet 3-7 for details

We have agreed with the CAA registration department that BGA gliders will not need a Certificate of Deregistration.

One small point to consider, once a CAA registration has been applied for and issued it must be displayed on the aircraft before flight.

BGA Conference - Reminder

The conference will be held on **Saturday 10 March 2007**. The venue for the conference this year is Hellidon Lakes Hotel and Country Club, nr Daventry. More details on the BGA web site <http://www.glidering.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.

Seasonal advice

Now that we have had enough rain for most water authorities to lift the drought restrictions (at least for a few weeks!) airfields are becoming very muddy and waterlogged. Unfortunately, excess water and mud can have detrimental effects.

Wheel boxes can become full and restrict the free movement of the wheel and retracting mechanism. If these are washed out with a hose (now we are allowed!) the lubricant can also be washed out of the bearings and pivot points. Also wheel bearings suffer as water can be sucked in the bearings by influence of the change of pressure during flight and descent. Even a very small amount of water in a wheel bearing will quickly corrode the hardened bearing surface and render the wheel bearing unserviceable. The trouble with most light aircraft and glider wheel bearings they do not get warm enough to evaporate the water before it does any damage. After many years working on light aircraft I can only remember changing wheel bearings because of pitting and corrosion, never wear.

In wet weather and after washing with a hose or pressure washer, consider re-lubrication of landing gear components.

Fees note.

Thank you for sending the correct fee with glider C of A renewals as reminded in the last newsletter.

The fee for a glider C of A renewal is £69

The fee for an EASA motor glider/Tug C of A renewal is >500kg - £70, >1000kg - £140, >1500kg - £210

For other fees please see the BGA web site or contact the office.

Jim Hammerton
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