



BGA Engineering News

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PART M UPDATE

We are pleased to announce that after protracted discussions and a great deal of work by all concerned the BGA gained Part M subpart F CAMO status in January. This means that we can issue Airworthiness Review Certificates (ARC) on aircraft within our CAMO.

As most of you will be aware we have been using an interim ARC renewal/issue process where you send the renewal paperwork to the BGA and we engage the services of a review engineer to review and issue the ARC. At the end of April 2009 this process finishes and authorised inspectors will be issuing the ARC directly.

To facilitate the ARC renewal/issue process and appoint ARC signatories we have been running BGA Chief Engineer seminars since January, published on the BGA web site. So far we have trained about 200 inspectors with one seminar to go (Pocklington 25 April 2009). Further seminars will be run by the RTO's locally to you. If you would like a seminar and can gather together a small group of inspectors please contact your RTO.

To recap; To renew an ARC after 1 May 2009 you can no longer use the interim process and you must use one of the trained inspectors. Please note if you have not attended a seminar and have not got the words "ARC Signatory" on your inspector certificate, you are not authorised to carry out the Airworthiness review and sign the ARC.

The next hurdle is subpart F maintenance Organisation. We are well on the way to achieving this having reached agreement with the CAA on the structure of the approval.

Inspectors who are routinely engaged in major repairs complex repairs to GRP aircraft or carries out complex component maintenance (under part M called "Complex Maintenance Tasks") or component maintenance are required to declare this to the BGA as we have to list them on the BGA approval. We have contacted all the "professionals" we know about that might fall into these categories, however if there is someone else who regularly engages in this type of work and wishes to be within the BGA approval, we need to hear from you ASAP.

All other smaller scale maintainers and BGA inspectors who do not regularly carry out complex maintenance on GRP aircraft will be covered under the blanket approval.

As advance notice, those inspectors and smaller maintainers wishing to carry out complex tasks and not listed on the BGA approval will be required to seek authorisation to carry out the work. Part M defines complex tasks but to put some clarity on this it basically means Senior Inspector type work and complete recovering type tasks. Further and more comprehensive guidance and how to apply will be published as soon as it has been approved.

TRANSITION UPDATE

Most glider owners will now have received their CAA C of A and ARC. This is mainly due to extra help at the office. Steve Poserkis has joined the office team for a short time whilst he waits to start his high flying career.

TRANSITION QUERIES

There are quite a large number of transitioning gliders with outstanding queries, we recently took the step of advising owners, some for the third time, that there was a query with their transition. It is

important to note that we are unable to complete a transition on a glider with an outstanding query and if the transition is delayed it could mean the glider being grounded. If you need a copy of the query, please contact Steve at the BGA office so he can email you a copy. To answer the query you must complete the query feedback form so we can amend the transition. Letters, emails, phone calls may not achieve this.

TUG MAINTENANCE LAE'S

Many clubs are experiencing the growing problem of a shortage of Part 66 type rated licensed engineers to carry out and certify tug maintenance. I don't need to remind you that glider tugs are a very important part of our operation and a shortage of certifiers is starting to cause difficulties especially in these tough economic times. If you are, or know of, a Part 66 LAE with suitable type ratings and are interested in helping, please can you contact the clubs concerned.

Clubs currently looking for Tug engineers;

- Lasham Gliding Society.
- Scottish Gliding Union.

SPRING IS HERE AND SILLY SEASON HAS STARTED

A cautionary tale about a glider being used for the first time after winter layup. An early design GRP glider was rigged by the owner, diligently completing the positive control checks and full and, well almost, free. The ailerons did appear a little stiff but thought it would be OK!

On the subsequent launch the glider dropped a wing due to extreme stiffness of the ailerons as soon as the wings flexed into flight position.

After the "landing" and subsequent examination, one of the ailerons appears to have swollen as the gaps between the aileron and wing structure has closed up. It was suspected that the aileron may have swollen due to water ingress or temperature change as after leaving it for a couple of hours the gaps returned to normal. The moral of this story is check your trailer for leaks as this does not only apply to wooden aircraft, and be aware of cold nights and strong sunlight where the glider components may be at differing temperatures. Possibly the more modern GRP structures may be more stable but best not chance it!!

BGA AIRWORTHINESS FEES

The BGA does its best to keep fees as low as possible because we understand that to keep gliding within the reach of everyone it must be as economic as possible, however to maintain our airworthiness system, cover our airworthiness approval as well as the rest of BGA activities, we need to cover our costs. For this reason we set a scale of fees and publish them on the BGA web site.

Lately we have had an increasing number of ARC renewals received with underpaid fee, to be fair to other owners using the BGA we are unable to accept this underpayment and will return the ARC renewal application. In addition this in itself causes more admin and expense that we could do without. It will be even more important in the future when inspectors are renewing the ARC's themselves as underpayment may result in the BGA not notifying the CAA in time and this rendering the ARC invalid.

Before sending payment for anything, please check the current fees as published on the BGA web site www.gliding.co.uk

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