



ENGINEERING NEWS

British Gliding Association

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GLIDER ARCHIVE FILES

As the BGA now holds all incoming EASA and Annex 2 glider documentation electronically, we no longer need to hold paper copies of aircraft documentation. The BGA is therefore making their archive glider documentation available to glider owners. If an owner wishes to receive the hard copy archive documentation that the BGA has on file for their glider, they should complete the [Glider Archive Request](#) form and either post it to Lizzie Pike at the BGA Office, or scan the completed and signed request and email to lizzie@gliding.co.uk

Unfortunately we are unable to supply electronic copies of glider Archive Documentation. This free of charge service will be available until 31st August 2010 following which unclaimed files will be shredded.

PART M UPDATE

We are pleased to announce that McLean Aviation, Rufforth are now added to the BGA List 1 Complex Maintenance sites.

As a reminder to all other BGA inspectors, including professional maintainers, who are not site 1 listed, before carrying out any complex maintenance, details in [AMP Leaflet 2-13](#), you must obtain approval prior to commencing the work. If a job develops from non-complex to complex you must obtain approval before continuing.

Please don't forget, other than List 1 sites, if you certify something that is complex without gaining approval the certification is not valid.

ARC ISSUES

During a recent quality review and feedback from the CAA we have identified some main problem areas with ARC renewals.

Applying the dating protocols. Many inspectors are having difficulty and continually make mistakes with the dating of the ARC's.

The issue date is not usually a problem but the expiry is! Here are the dating protocols again;

For a current ARC that expires within the next 90 days – the expiry is 1 year from the expiry of the preceding ARC

For an expired ARC – the expiry is 1 year less 1 day from the review date

For an ARC anticipated more than 90 days – the expiry is 1 year less 1 day from the review date

Examples;

Airworthiness review carried out on;	Preceding ARC expires;	Anticipation;	Expiry of new ARC;
10 January 2010	3 April 2010	83 days	3 April 2011 (+ 1 yr from old ARC)
1 April 2010	5 April 2010	4 days	5 April 2011 (+ 1 yr from old ARC)
10 March 2010	10 March 2010	0 days	10 March 2011 (+ 1 yr from old ARC)
30 January 2010	29 January 2010	Expired	29 January 2011 (+ 1 Yr – 1 day from AW review)
3 March 2010	10 February 2010	Expired	2 March 2011 (+ 1 Yr – 1 day from AW review)
12 March 2010	15 August 2010	166 days	11 March 2011(+ 1 Yr – 1 day from AW review)
1 March 2010 review)	1 June 2010	93 days	28 February 2011(+ 1 Yr – 1 day from AW review)

Also see CAA [Web page](#) on ARC dating protocol

The other issue we have identified is the content of the ARC,

We are getting incorrect registrations, different registrations on the same ARC, wrong aircraft types, some with extensions completed, some with the format changed and some with hand written corrections.

Please double check the ARC details and get someone else to check it, we do not use the extension boxes under any circumstances, they have to be there because we are advised this is the only format allowed, and some ARC's come out looking completely different.

Check the layout against a previous ARC.

The only hand written fields are the signature and inspector number (although we would prefer this typed). No alterations whatsoever are allowed, if you make a mistake then you will need to produce a new certificate.

We are checking ARC's and any found not to comply will be rejected.

DG FLUGZEUGBAU SERVICE AGREEMENT UPDATE

With reference to the service agreement for various DG and LS types. We have had no further feedback from DG on this subject, although there is an update on the DG web site and to date the Technical Notes covering the service agreement have not been approved by EASA.

Inspectors should note that it is a Part M requirement that if carrying out maintenance on any aircraft you have access to up-to-date maintenance information for the aircraft type.

For information: an Airworthiness Review for ARC renewal is not regarded as maintenance but annual inspection, servicing, pilot maintenance, repairs and replacements are.

ANNUAL INSPECTIONS AND ARC'S

Listening to various comments and answering queries from inspectors and owners alike there still seems to be some confusion on the validity of the annual and ARC and when the aircraft can be flown.

To make it very clear,

BOTH the annual inspection (old style C of A inspection) and ARC must be in date for the aircraft to fly. Both these are nominally valid for 1 year but one or the other or both may be slightly longer if either the annual or ARC was anticipated.

To help understanding this, use the analogy for your car, the Annual being the same as MOT and ARC the same as Tax Disc. As you know both must be valid to drive and if either expires at any time you cannot drive or risk ANPR spot check and a fine. The same for your aircraft (without the ANPR!) and don't forget the insurance is most likely invalid.



BIG BOYS TOYS

Now that's what I call suction!

Looks like a ground engineer enjoying himself during a 747 ground run.