



BGA Engineering News

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PART M UPDATE

The ARC signatory training seminars have now been completed with the exception of a small one in Ulster - see the web site for details.

We have trained approximately 250 Inspectors as ARC signatories with about 200 approved by the CAA and the rest pending approval.

Further training will now only be available via your Regional Technical Officer and will be on a geographical need basis. Please contact your RTO to discuss your requirements.

Inspectors should now be using their ARC signatory authorisation or, if you are not authorised and not attended a training seminar, you should now be looking for someone who is authorised. The BGA interim process will be stopping in the very near future and we will not be able to renew an ARC on your behalf from then on.

To assist inspectors and owners finding an ARC Signatory there will be two published lists.

First list:

A complete list as Appendix 7-3 to the BGA Airworthiness Exposition 2008. This list will be password restricted and only contains the name, inspector number and county of residence.

Second list:

An edited list of Inspectors and ARC Signatories by region with post code, contact telephone number & email, published on the unrestricted BGA web site. Inspectors can elect to be excluded from this list by advising the BGA.

To be excluded from the second list you must write to the BGA, by letter or email, for the attention of the CTO by end of July 2009, indicating you wish to be excluded from the published list of ARC signatories.

Once published any changes or corrections will be made at the next revision.

TRANSITION QUERIES

Although the majority of transition queries have now been answered, there are some still outstanding. We will not be writing concerning these again but here are the BGA numbers (some of these may be registration queries in hand):

BGA 1502, 1628, 1694, 2032, 2901, 2915, 2990, 3172, 3523, 3732, 3812, 3814, 3851, 3990, 4083, 4418, 4544, 4888, 4890, 4899, 4987, 4989, 5087 and 5306.

If your glider is listed above and you have not recently communicated with the BGA about this query, you should contact Steve at the BGA office for details of the outstanding query.

NESTS, BEES AND AEROPLANES



Ever watched a Mason Bee (*osmia rufa*) making a home? Very industrious lady, finding a small hole making a plug, laying an egg filling with pollen (food) and plugging again and repeating..... unfortunately the size of hole they like is about the same as a pitot tube or pee tube! If your glider has been laid up for the winter you may want to think about this.

Another example is a Tee hangared motor glider (*falco artus*), left for only a couple of days, had a large nest almost finished in the engine cowl, fortunately for the pilot, the nest was discovered before it was finished and eggs were laid (Miffed bird!)



The advice is to always fit pitot covers and, if possible, fit engine blanks to stop the insects or birds finding the perfect home in the first place. A word of caution: make sure you fit red flags/streamers or something to make them noticeable as you don't want to take off with them still fitted!.

Remember some birds and insects are classified as protected species so it would be illegal to disturb the nest once it's in use.

COMPONENT MAINTENANCE UNDER EASA

As part of the new Part M regulations we need to think about component maintenance and the capability within the BGA.

To explain:

Component maintenance is the repair or maintenance of an aircraft part away from the aircraft. i.e. you send an instrument to another inspector for calibration or repair away from the vicinity of the aircraft.

What is not component maintenance is the same work whilst the item is still fitted or temporarily removed for access in the same vicinity of the aircraft and its control.

The former, component maintenance, will require a Form 1 release. The latter is aircraft maintenance and can be released with a normal log book entry or worksheet.

I need to hear from any BGA inspector who carries out component maintenance on any glider, motor glider or tug components as described above and does not already hold an EASA/CAA approval for it or applied for Complex Maintenance status. These inspectors will need to be listed in the BGA exposition and capability defined. Note: this approval does not attract an approval fee but capability needs to be established and may be subject to CAA audit.

As part of the process, the BGA is developing a Form 1 issue process.

Jim Hammerton
Chief Technical Officer