



BGA Engineering News

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REMINDER 1

Have You Renewed Your Inspector Authorisation?

If you have not renewed this is the last Newsletter and TNS that you will receive.

If you have mislaid your renewal form and wish to renew, please contact Debbie at the BGA office.

Please note unless you have renewed your inspector authorisation you will be unable to certify any maintenance or inspection on any BGA aircraft

REMINDER 2

BGA M3 Self Audit Forms

All BGA M3's wishing to remain on the list of approved sites must return the self audit forms to the BGA by 30 November 2005. Any forms not returned will mean deletion from the approved site list and that you will be unable to make recommendations for Motor Glider (or Tug) C of A renewals.

In case of problems completing the form, please contact the CTO. Replacement forms are available from the BGA office.

Updated M3 sites will be notified by the end of the year.

Regional Technical Officer for Northern Ireland

We are pleased to announce that John Lavery has been appointed BGA Regional Technical Officer for the Northern Ireland region.

EASA News

With effect from 28 September 2005, all new to the UK gliders (new and used) seeking a UK C of A, have to be registered with the CAA and carry "G-" markings prior to being issued with a C of A and being flown in the UK.

Gliders registered with the BGA after 28 September 2003 and before 28 September 2005 are required to contact the CAA before 28 September 2006 to register their gliders. "G-" markings will need to be applied once registered and before flight.

Further details and guidance on markings can be found in AMP Leaflet 3-7.

The above does not apply to gliders registered with the BGA and first flown in the UK prior to 28 September 2003.

The BGA are heavily involved in discussions about Part M. Howard Torode - BGA Technical Committee and the CTO are attending a workshop in Cologne, hosted by the European Gliding Union and EASA to discuss Part M.

Part M stands for "Maintenance" and lays down the processes for continued airworthiness for all aircraft under EASA. It is widely felt that the regulations, as currently written, are inappropriate for gliding and other air sports. The BGA, of course, do not want a less safe system, but something more appropriate to GA and gliding in particular.

Glider, Motor Glider & Tug Modifications

As most will be aware we are currently developing a modification approval system (DOA) in conjunction with the PFA to satisfy the EASA requirements for “Approved” modifications and repairs.

For many years BGA glider owners have relied upon the BGA Technical Committee to assist with glider modification and repair design and approval, we are all very grateful for this and long may it continue, but as the amount of design work is likely to increase it is time to cast the net wider and draw in additional help and expertise.

We are now seeking aircraft design and stress engineers within our ranks, who may be willing to offer their services to other glider owners to assist in developing modifications and repairs to EASA standards for eventual approval.

If you have the qualifications, skills and experience and would be willing to assist with the development of modifications or repairs to gliders, motor gliders or tugs please contact the CTO at cto@gliding.co.uk or write to the CTO at the BGA Head office.

We are not necessarily looking for volunteer services but are seeking to identify suitable persons willing to assist BGA aircraft owners without using full professional design companies.

Autumn Draws On

It is that time of year again where our little furry friends will be looking for somewhere dry and warm for the winter. Wooden gliders make very good homes but contrary to popular belief, some of the winter home seekers are going hi-tec and find homes in composite gliders.

There are many tasty things inside a modern glider – insulation, seat cushions, maps, PVC oxygen pipes and so on, and all make good materials for lining a home for the winter.

The majority of modern trailers are reasonably vermin proof, but not all, and not all the time. If you leave the trailer open, say to put the fuselage in the workshop for that spit and polish you promised it last season for getting you round that 500k, the trailer is open and inviting.

Please be aware and keep a watchful eye during inspections and when accessing a glider.

C of A Flight Testing

The CAA has announced recently that for EASA aircraft there is no longer a requirement for a flight test at C of A issue or renewal in most cases. This applies to the vast majority of motor gliders and tugs used by BGA owners and clubs. Details can be found in letter to operators number LTO2839 enclosed with the paper version of this newsletter or to be found on the CAA web site.

To align with EASA policy the BGA no longer requires Self Sustaining Sailplane flight tests for the issue of a BGA C of A.

Jim Hammerton
Chief Technical Officer