



# ENGINEERING NEWS

British Gliding Association

No 56, November 2009

## EASA Part M subpart F

I am pleased to say the BGA is now a part M subpart F Maintenance Organisation. This approval compliments the subpart G, CAMO approval gained at the start of the year. Many thanks to the BGA Quality Manager, Peter Johnson and the "list 1" sites for rising to the challenge.

The list 1 sites, in addition the BGA head office, (in alphabetical order)

- Airborne Composites
- North Yorkshire Sailplanes
- Severn Valley Sailplanes
- Targett Aviation
- Zulu Glasstek

We anticipate another major maintainer to join the list very soon. The approved List 1 sites may carry out complex maintenance tasks without further approval, everyone else MUST seek prior approval before undertaking any complex maintenance.

Please see AMP 2-13 for details of what constitutes a complex task, how to apply and the BGA scale of fees for how much it will cost for the approval. Please remember approval is per individual project.

The next challenge is to develop the component maintenance scheme where, after training, BGA inspectors will be able to issue EASA Form 1's in certain circumstances. More details soon.

## 2009 Inspector Renewal

This is the final reminder that inspectors who have not renewed their inspector authorisation must do so to continue to certify any aircraft under the authority of the BGA inspector authorisation. If you have lost your renewal form please contact the BGA office for a replacement.

## Transitions

The initial transition period for transfer from CAA or BGA C of A to EASA C of A and ARC has now finished and we have revised processes (& fees!).

Gliders – there are revised transition forms on the BGA web site including Letter of Agreement. These include two CAA forms (CA3 & AD203).

Motor Gliders/Tugs – there is a significant date to consider; if the last CAA C of A expired prior to 28 September 2003 a CAA surveyor will be required to survey the aircraft. In addition to the normal application forms, BGA 202 & BGA 276, a CA3 and AD203 will be required.

In all cases The Airworthiness Review part of the transition can now only be carried out by a BGA ARC Signatory and he/she has to complete the BGA 276 and AD203 forms. The BGA ARC signatory may only make a recommendation for C of A and ARC issue and on BGA CAMO review of the application it may be determined that a check flight is needed. We have special

arrangements with the CAA for a Permit to Fly to be issued for that purpose and you will be advised.

The revised fees are published on the BGA web site <http://www.gliding.co.uk/forms/bgafees.pdf>

## Calibration

Part M requires that tools and equipment used for aircraft maintenance are calibrated as necessary. This can be a problem for some, so here is one solution.

I have recently used a company called Ever-Cal based in Hull who have offered gliding clubs and inspectors a deal where items to be calibrated will nominally cost £18 per item. They can calibrate just about all of the equipment you may need – torque wrenches, multi-meters, tyre inflators, measuring tools etc. etc. Ever-Cal are UKAS accredited and thus acceptable to the CAA. They will come to you but there is a minimum charge of £250 or you can send items to them with no minimum charge.

Contact; Steve Wilkinson on 01482 610601 email; [info@ever-cal.com](mailto:info@ever-cal.com)

Web site; <http://www.ever-cal.com/index.htm>

## New and Lapsed Inspectors

We are frequently asked about new inspectors. The appointment of new BGA inspectors was on hold but now we have attained our subpart F approval, we can start again to appoint suitably experienced candidates as inspectors after application and interview.

An important point for existing inspectors to note, if you nominate someone to be an inspector it is important you understand what you are signing for. You must be confident that the person is of good character and you have reviewed his/her experience and are satisfied it is genuine and covers a fair representation of all the maintenance activities that an ordinary inspector might be involved with.

Lapsed inspectors wishing to revalidate their authorisation should do so by completing an inspector application form and detail applicable maintenance experience since your previous authorisation lapsed. It is a requirement that lapsed inspectors satisfy the 5 year continuation training to qualify for renewal. We will be looking for some recent experience prior to re-instatement.

## Part 66 Licensed Engineers

The comment response document (CRD to NPA 2008-03) for the Part 66 including a License covering sailplanes has been issued by EASA and reactions are invited from stakeholders by 17 November 2009. [http://www.easa.eu.int/ws\\_prod/r/r\\_crd.php](http://www.easa.eu.int/ws_prod/r/r_crd.php) You will be pleased to know the BGA Technical Chairman, Howard Torode, is personally involved and has responded on behalf of the BGA. You are at liberty to make your own comments by using the EASA comment response tool (CRT) <http://hub.easa.europa.eu/crt/>

## Postal Strike

During the ongoing postal dispute there may be problems with sending ARC's to the BGA by post and maintaining the 5 day time element. As an alternative, It is acceptable to send a copy ARC BGA 267(202) & BGA 276 documents by email . The scans must be a good quality image and the signed ARC marked "COPY". Payment may also be by a scanned payment form. Send to [terry@gliding.co.uk](mailto:terry@gliding.co.uk) A general use payment form is included with this newsletter.

Jim Hammerton  
Chief Technical Officer



**PAYMENT ADVICE/CARD DETAILS**

Name:.....

Address:.....

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Payment for:.....

Please accept payment of **£**.....

Tick box and complete as necessary:

<input type="checkbox"/>	<b>Cheque.</b>	Payable to <b>British Gliding Association</b> in sterling drawn on a UK bank
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<input type="checkbox"/>	<b>Cash.</b>	Sterling only. <b>Send by registered post</b>
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<input type="checkbox"/>	<b>Debit card</b>	<input type="checkbox"/>	<b>Credit card</b>
(Cards accepted: Visa, Visa Electron, Visa Debit, Delta, Master Card, Maestro Card, Switch, Solo.)			
Card Number:			
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Security code: <input type="text"/> <input type="text"/> <input type="text"/> (last 3 digits on the signature strip)			
Expiry date: <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/>			
Issue number: <input type="text"/> <input type="text"/> (Switch & Solo only)			
Name of card holder (exactly as it appears on card):			
.....			
Signature:.....Date:.....			

**THIS PAYMENT FORM WILL BE SHREDDED AFTER PAYMENT IS TAKEN.**