



# BGA Engineering News

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## **PART M QUALITY GROUP**

As part of the part M approval the BGA is currently in the process of developing, it is necessary to develop a quality system to provide oversight of the airworthiness system. This oversight includes audits and reviews of BGA procedures, premises and aircraft at both head office and in the field and to enable the BGA to achieve this with minimum overheads and cost to members, we are seeking to recruit a small select quality group.

We are seeking initially persons who have previous or current experience of auditing in a documented quality system, preferably with formal qualifications, to assist the BGA in a voluntary capacity (expenses paid). In the longer term we will probably be seeking those without formal qualifications where we will provide training.

If you are interested please contact the BGA Quality Manager, Mr Peter Johnson at [office@gliding.co.uk](mailto:office@gliding.co.uk)

BGA Inspectors are welcome to apply, however due to Part M restrictions, inspectors who are engaged in Continuous Airworthiness Management of BGA aircraft such as club fleet managers, BGA Chief Engineers and BGA Airworthiness Review Engineers are not eligible to join the audit team. Non inspectors are also welcome provided your background is suitable.

As the BGA Part M approval is a formal European approval, being a member of a quality group will most probably count in career development in a quality discipline.

## **GLIDER ARC ISSUE**

We are pleased to advise that the CAA are now able to issue the EASA C of A and ARC's for gliders, to date about 500 have been issued and we are working with the CAA to clear the rest of the backlog as soon as possible.

Some owners will have received a transition refresh notification, this only applies to a few gliders that were transitioned very early on in 2007. The CAA agreed that the ARC validity of these gliders would be very short (expiring this year) so we were able to allow these selected gliders to renew the temporary BGA C of A and complete a simple refresh process. This process also applies to gliders where there is query with registration or type certification.

**Important Note;** the transition refresh (BGA 275) is to be carried out at time of BGA C of A renewal and returned to the BGA with the BGA 267 as normal.

All the affected owners have received a notification in the post, however if your BGA C of A is due to expire before 31 December 2008 and you did not receive a refresh notification, please contact the BGA A.S.A.P. BGA C of A's expiring on or after 1 January 2009 are not eligible for the transition refresh.

## **MOTOR GLIDER & TUG CAA ARC RENEWAL**

Motor Glider and Tug ARC's will start expiring from 28 September 2008. The CAA have introduced a temporary renewal process valid until 5 January 2009. The renewal process is similar to the existing Motor Glider or Tug C of A renewal process we have now. Submit revised BGA 202 and DFMS with payment to the BGA as before. BGA M3 sites will receive notification of slightly amended procedures very soon.

After 5 January 2009, glider, motor glider and tug ARC's will be renewed by the CAMO process that is currently in the final stages of development by the CAA. The BGA is expecting to hold CAMO status prior to the end of the year.

### **SELLING YOUR GLIDER IN EUROPE**

Due to the weak Pound against the strong Euro there is more than usual activity in UK gliders being sold into Europe. There are a few of golden rules to be aware of,

- If the transition is in progress but not completed do not de-register the glider with the CAA. If you do the CAA will be unable to issue an EASA C of A and ARC and the transition will have been wasted.
- Provided the transition has been reviewed by the BGA Technical Engineer and passed we can, if necessary, expedite the completion of the transition process for genuine sales.
- The change of ownership must, by law, be notified the CAA, and please notify the BGA as well so we can amend our records. The BGA does not notify the CAA of changes of ownership, the registered owner must do that.
- Gliders sold into Europe can continue to operate on the temporary BGA C of A until the EASA C of A and ARC have been issued, after which they should de-register with the CAA, notify the BGA and apply for a local replacement EASA C of A.
- An Export C of A is not needed for transfer within Europe, the EASA C of A and ARC are valid transfer documents. If you want an Export C of A for a glider sold outside Europe, you should apply to the CAA after the transition has been completed. The CAA will charge a fee for this.

### **INSPECTOR RENEWAL**

All BGA inspectors will be due for renewal on 30 September 2008, a renewal notice will be sent by post. Please note only BGA inspectors who have attended a continuation training seminar or who's initial appointment was after 28/9/07 are eligible for renewal.

### **SPOT THE DIFFERENCE COMPETITION!**



Sorry, no prizes.

The old re-occurring problem of seat harness strap attachment. For those who are not aware (obviously some are not), the loop is for location only, the harness **MUST** be wrapped around the tube or support as on the right.

Pictures from Tim Dews at Airborne Composites.

### **RELEASE PAPERWORK FOR PARTS AND MATERIALS AND MODS FOR EASA AIRCRAFT**

Now that gliders are being issued their EASA C of A and ARC's, this is a reminder, to remain compliant, all parts and materials used on EASA aircraft must be released. Aircraft components should be released with an EASA form 1 or equivalent release document.

Raw materials, glues, resins, non critical hardware, non-required/non-essential equipment & instruments and sporting equipment, defined as "Standard parts", should be released with either an EASA form 1 or Certificate of Conformity.

Consumables such as WD40, polish, wax, cleaners, tapes, trim, etc. need not be released but must be suitable for the application, as always.

In some cases it will be necessary to pay for the release paperwork, sorry, this is a fact of life and out of the BGA's control.

In addition please remember only EASA approved mods may be installed, old BGA mods are now only applicable for Annex II aircraft. Approved mods are those approved either by EASA directly, manufacturer mods (TN, TM, SB) or those approved by a EASA approved design company (DOA).

### **C OF C HELP**

Existing BGA suppliers who would like advice on issuing Certificates of Conformity may contact the CTO for some information [cto@gliding.co.uk](mailto:cto@gliding.co.uk)

### **GLIDER TRANSITION AFTER 28 SEPTEMBER 2008**

We have been asked many times, will I still be able to transition my glider after 28 September 2008. Yes is the answer, however there is one change. The BGA will be unable to renew the BGA C of A on receipt of the transition pack. Once the pack has been reviewed by the BGA Airworthiness Review Engineer and passed, the application is made to the issue of an EASA C of A and ARC. Only when there have been issued can the glider be returned to service.

To minimise any delay it is very important that the transition paperwork is fully completed and clear to read, complete and accurate.

### **NEW GLIDER C OF A ISSUE AFTER 28 SEPTEMBER 2008**

For EASA gliders new to the UK after 28 September 2008 application should be made directly to the CAA for the issue of a UK EASA C of a and ARC or if it has an existing valid ARC, an ARC amendment.

More information on the CAA web site [www.srg.caa.co.uk](http://www.srg.caa.co.uk) under Airworthiness

Please note: Annex II aircraft owners should apply directly to the BGA

Jim Hammerton  
Chief Technical Officer