

# **BGA AIRWORTHINESS AND MAINTENANCE PROCEDURES**

## **PART 2, LEAFLET 2-10**

### **MOTOR GLIDER RESTORATION PROJECTS**

#### **INTRODUCTION**

1. Airworthiness Notice No11 sets out the requirements for CAA surveyor involvement for all light aircraft undergoing a long-term or major restoration. Together with the C of A subsequent issue (re-issue) the CAA has agreed that the BGA may carry out the surveys required to comply with Airworthiness Notice 11.

The arrangement does not preclude any motor glider owner inviting the CAA to become directly involved with the restoration project. In such cases application should be made directly to the CAA Applications and Certifications Section, Gatwick and the applicant will be liable for any "Special Survey" fees as charged by the CAA. Tug restoration projects fall outside the scope of the BGA approval and should be referred to the CAA directly.

The BGA has vast experience with gliders and motor gliders certified for use in the UK. The BGA can draw on the expertise of the Technical Committee and staff to advise or give technical assistance if required.

'Long term restoration' is defined as a restoration that is expected to take in excess of fifteen months to complete and 'major restoration' is defined as where the aircraft is reduced to its component parts or where major structural repair work is required to fuselage or wings.

#### **APPLICATION FOR APPROVAL OF RESTORATION**

2. At an early stage application should be made to the BGA advising of the restoration project. Details will be required outlining the extent of work and time scale envisaged. It is appreciated that some of this information may be subject to extensive revision during the subsequent restoration as in the majority of cases more work and a longer time scale will be needed. Application should be by letter to the Chief Technical Officer and should contain as much detail as possible. The following information will be needed:

- Registration letters
- Aircraft Type and serial number
- Location of aircraft
- Owners details
- Details of when aircraft was last flown
- Expiry of the last (or current) C of A
- Engineers certifying restoration
- Details of planned & expected work (including accident details if restoration is the result of an accident)
- Expected time scale

The CTO will arrange to survey the aircraft and discuss the proposed restoration project with the owner and/or engineers.

If a restoration project is on-going and the procedure as detailed in this leaflet has not been followed then urgent contact with the BGA CTO should be made before any further work is done as it may not be possible to make the recommendation to renew the C of A without some back tracking.

### **REQUIREMENTS**

3. All work carried out must be in accordance with British Civil Airworthiness Requirements. The relevant chapters are detailed in Airworthiness Notice 11. All repair work must be carried out to approved data using the correct materials. Any deviations from the type Type Certificate or CAA Airworthiness Approval Note for the aircraft must be supported by a modification. Minor alterations such as the use of modern synthetic fabric in place of obsolete natural cotton would not be regarded as a deviation provided that the equivalent grade was used.
4. Modifications should be applied for using the current CAA procedure and using the correct form (see AMP 2-7 for modification process)

### **PROCEDURE**

5. Once the restoration project has been inspected and approved by the CTO, the information is retained in the aircraft file held by the BGA. The engineer should make regular contact with the CTO and provide updates as to the progress of the restoration. The CTO will make a judgement as to the level and number of subsequent visits required, however a final visit will be required on completion of the restoration project prior to any flight testing.
6. It should be understood that accurate updates are required to be sent to the CTO giving such detail that a clear assessment can be made as to the level of restoration. Should this not be the case then it is possible that before a recommendation for the C of A to be renewed is made, certain areas may have to be opened up for inspection or in extreme cases the work repeated or modification removed.

### **CERTIFICATION**

7. Major repairs or total restoration certification fall outside the privileges of a BGA 'Ordinary' inspector. The services of a BGA Senior inspector or CAA "B" licensed engineer will be required. Application may be made to the BGA for specific authorisation to certify a particular project.