



British Gliding Association
Engineer Licencing
Log Book and Experience Record
Part 66 L
Sailplanes, Powered Sailplanes and ELA 1
Aeroplanes

FOREWORD

Section 1

This log book and experience record has been developed by the British Gliding Association to enable the issue and upgrade of the Part 66 L licence.

This log book is for the recording of practical experience to satisfy the requirements of CAA Part 66 L licence in one or all the following categories;

L1C;	Composite Sailplanes	Modules:- 1L, 2L, 3L, 5L, and 12L.
L1;	Sailplanes	Modules:- 1L, 2L, 3L, 4L, 5L, 6L, 7L and 12L.
L2C;	Composite Powered Sailplanes And Composite ELA1 Aeroplanes	Modules:- 1L, 2L, 3L, 5L, 7L, 8L and 12L.
L2;	Powered Sailplanes and ELA1 Aeroplanes	Modules:- 1L, 2L, 3L, 4L, 5L, 6L, 7L, 8L and 12L.

Notes;

The part 66 L licence is type rated by aircraft category but may have limitations applied for particular types or groups unless the applicant demonstrates sufficient practical experience in those types or groups. i.e. wooden aircraft may be excluded as a limitation if there is no (or insufficient) experience of wooden aircraft.

The theoretical basic skills and knowledge elements are included as a self study guide and is confirmed by a multi choice examination set by the CAA. The practical experience is confirmed by mentors/supervisors by signing in the appropriate box which is then assessed by the CAA.

Candidates wishing to become BGA Inspectors are required to attend an oral interview

Applicants must be of at least 18 years of age at application. Theoretical knowledge and practical experience may be gained prior to attaining the age of 18.

Applicants are required to provide proof of identity. (e.g. passport or photo driving licence)

This log book does not cover the Part 66 L licence requirements for balloons or air ships (L3H, L3G, L4H and L4G) or Part 66 A, B or C licence categories

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INSTRUCTIONS FOR USE

1. All entries shall be made in English and in black ink.
2. Dates shall follow the DD/MM/YYYY format.
3. Each page shall be identified by the log book owner's name and is non-transferable.
4. The log book owner may not confirm their own maintenance experience entries.

COMPLETION OF LOG BOOK

1. All maintenance experience entries in the log book must be confirmed as follows,
 - A. **Basic skills and knowledge,**
This is a self-study guide and does not require confirmation. The box labelled "Completed" is for candidates own reference.
 - B. **Maintenance experience,**
The task supervisor/mentor who holds a CAA issued Maintenance Engineers Licence, or
A person authorised by the CAA to confirm maintenance experience.
2. Each entry must be certified by the signature, date and licence number/authority. For multiple entries It is permissible to enter the licence number singularly on each page if it is the same person.
3. Maintenance experience entries must show the registration letters of the aircraft and date work carried out.
4. It is acceptable that experience is gained in aircraft not covered by the L licence, provided that this experience is relevant and representative of the corresponding (sub) group. An example could be the experience required to remove a limitation such as 'aircraft with metal tubing structure covered with fabric' which may be gained in ultralight aircraft.
5. The annual/100 hour inspection requirements should be carried out on the most complex type sought.
6. For initial issue; two years of practical maintenance experience in operating aircraft covering a representative cross section of maintenance activities in the corresponding subcategory. In some cases it may be possible to reduce this to one year but with additional limitations applied to the licence.
7. For removal of a limitation or addition of subcategory; a minimum of six months practical experience is required.
8. For initial issue at least 50% of the experience should be gained within the previous 12 months to be considered recent experience, the remainder should have been gained within seven years prior to the application (or ten years for the addition of a subcategory).

9. Aircraft maintenance experience gained outside a civil aircraft maintenance environment may include aircraft maintenance experience gained with the armed forces, coast guards, police etc. or in aircraft manufacturing. In these cases a minimum of six months additional experience is required in a civil aircraft maintenance environment.
10. Practical experience should cover at least 50% of the experience tasks listed and be a representative cross section, relevant experience not listed should be included in the additional experience section.
11. It is acceptable that the experience required covers maintenance performed only during the weekends (or equivalent periods) as long as the applicant has achieved a sufficient level of competency related to the applicable licence subcategory as attested by the corresponding statement(s) issued by the maintenance organisation(s) or independent certifying staff that supervised the applicant.
12. The holder of an aircraft maintenance licence in subcategory B1.2 or category B3 is deemed to meet the basic knowledge and experience requirements for a licence in subcategories L1C, L1, L2C and L2.
13. Candidates wishing to become BGA Inspectors should additionally review section 10. They will be required to demonstrate this knowledge during an interview with the BGA.

14. Knowledge level

a. Level 1

Familiarisation with the principal elements of the subject.

Objectives:

- (a) The applicant should be familiar with the basic elements of the subject.
- (b) The applicant should be able to give a simple description of the whole subject, using common words and examples.
- (c) The applicant should be able to use typical terms.

b. Level 2

General knowledge of the theoretical and practical aspects of the subject and an ability to apply that knowledge.

Objectives:

- (a) The applicant should be able to understand the theoretical fundamentals of the subject.
- (b) The applicant should be able to give a general description of the subject using, as appropriate, typical examples.

- (c) The applicant should be able to use mathematical formulae in conjunction with physical laws describing the subject.
- (d) The applicant should be able to read and understand sketches, drawings and schematics describing the subject.
- (e) The applicant should be able to apply their knowledge in a practical manner using detailed procedures.

c. Level 3

A detailed knowledge of the theoretical and practical aspects of the subject and a capacity to combine and apply the separate elements of knowledge in a logical comprehensive manner.

Objectives:

- (a) The applicant should know the theory of the subject and interrelationships with other subjects.
- (b) The applicant should be able to give a detailed description of the subject using theoretical fundamentals and specific examples.
- (c) The applicant should understand and be able to use mathematical formulae related to the subject.
- (d) The applicant should be able to read, understand and prepare sketches, simple drawings and schematics describing the subject.
- (e) The applicant should be able to apply his knowledge in a practical manner using manufacturer's instructions.
- (f) The applicant should be able to interpret results from various sources and measurements and apply corrective action where appropriate.

LOG BOOK OWNER'S PERSONAL DETAILS

Section 2

Title	Forename(s)	Surname
Address		* Address (change)
Post Code		Post code
Contact Phone Number		Email
* BGA Inspector Number		* Gliding Club
* BGA Maintenance Facility		Date of Birth
* Details of any other licences or authorisations held (CAA, LAA, BMAA etc)		

* May not apply

TRAINING COURSES

Training courses completed, include location and provider	Date & result	Confirmed BGA use only
BGA Human Factors Foundation Course (Required within previous five years) (Part 145 HF training may be acceptable, contact BGA)		

MULTI CHOICE EXAMINATION RECORD

Part 66 L Module Examination	Date Passed	Confirmed BGA use only
1L Basic knowledge		
2L Human factors		
3L Aviation legislation		
4L Airframe wooden/metal tube and fabric		
5L Airframe composite		
6L Airframe metal		
7L Airframe general		
8L Power plant		
12L Radio com/ELT/transponder/instruments		