

# **BGA AIRWORTHINESS AND MAINTENANCE PROCEDURES**

## **PART 3, LEAFLET 3-5**

### **MAINTENANCE CERTIFICATION**

#### **INTRODUCTION**

1. Any work carried out on Sailplanes or Self Sustainer Sailplanes maintained under the BGA Maintenance approval is to be properly recorded and certified on worksheets or in the aircraft log book. This leaflet gives guidance to BGA Clubs, Private owners and BGA Inspectors on how any maintenance is certified.

#### **MAINTENANCE CERTIFICATION**

2. **Maintenance work.** With the exception of the Daily Inspection (DI), all maintenance work carried out on sailplanes maintained under the BGA approval scheme is to be certified by an appropriately rated BGA Inspector.

The BGA 267 series should be used for certification of annual maintenance and minor rectification accomplished at that time.

Rectification worksheets should be used to record all other rectification unless it is entered directly in the aircraft logbook.

3. **Daily Inspection.** The DI may be certified by the aircraft owner, a pilot or approved person appointed by the Gliding Club or by a BGA inspector.

4. **Duplicate Inspections.** Duplicate inspections may be completed by persons other than BGA inspectors, details to be found in Part 2 of the BGA Airworthiness Exposition.

#### **USE OF RECTIFICATION WORKSHEETS**

5. It is strongly recommended that rectification worksheets be used to record all work carried out on aircraft, especially during extensive repairs or refurbishment's. Such action will keep track of the progress of work and the rectification action which has been carried out. This will avoid the possibility of unrecorded work being carried out or a failure to return to an airworthy condition any fault or any structure or system which has been disturbed.

Further guidance on the use of rectification worksheets is contained in Part 4, Leaflet 4-2 of this manual.

#### **GLIDER LOG BOOKS**

6. Examples of how to complete BGA Glider log books will be found in annex 1 and 2