



British Gliding Association - Technical News Sheet

Issue 6-2007

Date: 03/01/2008

Airworthiness Information

1. Centrair Compendium Correction **(Advisory)**
Missing AD's added and status of some items revised
2. DG 1000 ALL (up to s/n 10-109) AD 2007-0316-E, TN 1000/12 **(Mandatory)**
Before flight inspection of elevator bell crank bolt and air brake control hook.
Modification of support brackets before 30 March 2008
http://ad.easa.europa.eu/blob/easa_ad_2007_0316E.pdf/EAD_2007-0316-E_1
3. DG Compendium Correction **(Advisory)**
DG 300 Various corrections
4. Dimona HK36 **(Advisory)**
Reported by Ray Brownrigg, Oxford Sport Flying
Nose landing gear fork cracked. Can cause collapse of landing gear.
5. Grob Compendium Correction **(Advisory)**
Astir CS, 77, Jeans, Astir II and Astir III reformatted to correct entries and include missing AD's
6. Stemme S10-VT AD 2007-0315-E, SB A31-10-082 **(Mandatory)**
Inspection/replacement of fuel system connectors
http://ad.easa.europa.eu/blob/easa_ad_2007_0315E.pdf/EAD_2007-0315-E_1

General Information

1. New Glider C of A issue (from 3 January 2008)
We have agreed with the CAA that the BGA can issue new C of A's to New and Used imported gliders and Self Sustaining Sailplanes.
Gliders will be issued with a BGA C of A valid until 28 September 2008 provided the correct paperwork is submitted. The aircraft will then transition to EASA C of A and ARC valid for 1 year from issue of the BGA C of A.

Pre-requisites:

EASA approved type

Obtain BGA number and Trigraph

Register with CAA and apply G- markings (BGA AMP 3-7 for guidance)

Paperwork requirements:

New Glider:

Transfer document; EASA form 52 Statement of Conformity, or
Export C of A and flight test certificate

BGA 267 Acceptance check

Weighing report (Factory is acceptable if reflects status of aircraft)

BGA Transition pack (Forms 272, 270, 274, 271, header page, BGA LOA)

Copies of EASA Form 1 for primary instruments fitted after import

Equipment list (either complete BGA 271 or make reference to factory list on BGA 271)

Used Glider:

Transfer document: Current EU domestic C of A, or
EASA C of A plus valid ARC, or
Export C of A

BGA 267 Full annual check

Re-weigh and new report

BGA Transition pack (Forms 272, 270, 274, 271, header page, BGA LOA)

Copies of EASA Form 1 for primary instruments fitted after import

Fee for BGA C of A issue and transition, including CAA fee: £120

Further guidance on acceptable transfer documents:

<http://www.caa.co.uk/default.aspx?catid=720&pagetype=90&pageid=8096>

Once the paperwork is received by the BGA it will be reviewed and if acceptable a BGA C of A will be issued. The glider will be entered into the transition process and an EASA C of A and ARC will be issued in due course.

Notes,

BGA Mods allowed prior to C of A application

BGA Data Sheet limitations allowed

30 day tickets not allowed

Compliance Statement:

All mandatory inspections and modifications have been included up to the following:

CAA CAP 455 Airworthiness Notices, Contents date: 31 October 2007

CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 12/2007

State of Design Airworthiness Directives review date: 3 January 2008

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2007-26

EASA Airworthiness Directives review date: 3 January 2008

CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary issue: 287

CAA CAP 661 Mandatory Permit Directives, issue 2007/2

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