



British Gliding Association - Technical News Sheet

Issue 2-2009

Date: 28/05/2009

Airworthiness Information

1. **Schleicher ASW 20L**

Reported by Ian Pattingale - RTO, South East
Excessive corrosion on lower rudder fittings, possible contributory factor is the water ballast drain is forward of this area. Regular inspections and take measures to keep protected from rust is advised

(Advisory)



2. **Schleicher Wooden Gliders** BGA 042/07/2004 issue 3

(Mandatory)

Owners and inspectors are reminded that the 5 year repeat inspection of Schleicher wooden structures is now approaching and part of the conditions for operating on the BGA GMS is that BGA inspections are complied with.

As with the first inspection, please report any significant findings to the BGA using the BGA 1022 reporting form.

3. **Tost Release Failure**

Reported by David Reilly - Devon & Somerset Gliding Club
Beak jaw on release unit failed after 500 launches. No maintenance actions other than careful inspections and report any further instances.

(Advisory)



General Information

1 **BGA Office Opening Hours**

Please note that the BGA office is now open from **08.00 to 16.00** for telephone and other enquiries.

2 **Use of Current Forms**

Please ensure you are using the latest update of BGA Airworthiness forms as they are being revised on a regular basis to comply with the new regulations.

3 **ARC Renewal Queries**

Chief Engineers/ARC Signatories first point of contact with ARC renewal queries e.g. dating protocol confusion is the BGA office, then CTO. Please do not contact the CAA with such queries.

4 **BGA 267 and BGA 202 updates**

BGA 267

The individual task date column has been deleted and the only date that matters is the CRS sign off date. Also the annual anticipation period has been amended to 90 days to tie up with the BGA GMS and ARC renewals.

The 90 days anticipation also applies to BGA Annex II gliders.

BGA 202 Motor Glider/Tug renewal

Most of the duplication has now been removed for ARC renewals. Please note different sections depending on what aircraft you are doing.

5 Renewal Paperwork

Paperwork the BGA needs to receive with EVERY ARC or C of A renewal is as follows;

	EASA C of A & ARC	Annex II C of A (BGA or CAA)
Gliders:	BGA 267 BGA 276 ARC "COPY"# Renewal fee	BGA 267 Renewal fee
Motor Gliders/Tugs	BGA 202 BGA 276 ARC "COPY"# Renewal fee	BGA 202 DFMS report Flight test Renewal fee

Reminder; the ARC renewal interim process, where the BGA arranges the ARC renewal, will be withdrawn very soon - # aircraft currently renewing under the interim process do not need an ARC "COPY". Date of interim process withdrawal TBA.

5 CAA AIRWORTHINESS NOTICES

All Airworthiness Notices have now been withdrawn and the information transferred to CAP 562 - Civil Aircraft Airworthiness Information and Procedures, available from CAA web site. (Caution: this is a very large document 8.7mb)

<http://www.caa.co.uk/docs/33/cap562.pdf>

Compliance Statement:

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

CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 04/2009

State of Design Airworthiness Directives review date: 28/05/2009

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2009-11

EASA Airworthiness Directives review date: 28/05/2009

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

CAA CAP 562 Civil Aircraft Airworthiness Information and Procedures: issue 2, amendment 7

CAA CAP 661 Mandatory Permit Directives, issue 2009/1

Maintenance Programme:

CAA/LAMS/A/1999. Issue 2, amendment 0

CAA/LAMP/A/2007, Issue 1, amendment 1

BGA GMS, Issue 1, amendment 1

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