



British Gliding Association - Technical News Sheet

Issue 6-2008

Date: 24/12/2008

Airworthiness Information

- 1. Funkwerk (Filser) TRT 600 Transponders AD 2008-0158R2 (Mandatory)**
Mode S transponders - Limitation
AD revision removing TRT 800 from this requirement
http://ad.easa.europa.eu/blob/easa_ad_2008_0158_R2.pdf/AD_2008-0158R2_1
- 2. Funkwerk (Filser) TRT 800 Transponders AD 2008-0183 (Mandatory)**
Mode S transponders - Replacement
http://ad.easa.europa.eu/blob/easa_ad_2008_0183.pdf/AD_2008-0183_1
- 3. Schleicher ASK 13 (Advisory)**
Reported by Gordon Macdonald, Lasham.
Rear Airbrake lever broken at upper brake rod attachment bearing. Lever suffered fatigue failure either side of the bearing position. It is strongly recommended to inspect this area carefully on high time gliders. It is suspected that failure is caused by repeated flexing whilst getting in and out of the glider.

General Information

1. ARC renewal

Please forward the following forms to the BGA with the appropriate fee for ARC renewal;

Gliders:

BGA 267 GMS Report

BGA 276 Airworthiness Review Checklist

Signed by a BGA inspector

Powered aircraft (SLMG & Tugs):

BGA 202 Motor Glider & Tug C of A renewal report

BGA 276 Airworthiness Review Checklist

Signed by a BGA M3 Chief Engineer

The BGA will be using an interim procedure whilst we recruit, train and gain approval for additional BGA Chief Engineer, ARC signatories. Details in the New Year.

In the intervening period, the interim process will be either the BGA recommending to the CAA for ARC renewal or for specifically appointed BGA engineers to issue the ARC under the BGA CAMO.

The New BGA 276 Airworthiness Review Checklist will be available on the BGA web site in new the Part M section and will be in the updated AMP manual in due course. A copy is also at the end of this TNS.

It is appreciated that some gliders will by now have had the annual maintenance completed and inspectors may be holding the BGA 267 for further instructions. Completing some

sections of the new BGA 276 may cause one or two minor problems, if you are in this situation please contact the CTO for assistance.

AMP 2-11 Airworthiness Review guidance will be published in the Part M web site section very soon.

It is appreciated that some of the information on the BGA 276 and BGA 267 & BGA 202 is duplicated, please bear with us because as the processes mature this duplication will be reduced with the aim of eliminating completely.

CTO note:

Sorry about the airworthiness review checklist form numbering, BGA 276, it was actually the next number after the transition refresh form and we were too far down the Part M road to change it when the similarity was noticed.....!

Compliance Statement:

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

CAA CAP 455 Airworthiness Notices, Version **October 2008**

CAA CAP 747 Mandatory Requirements for Aircraft, issue: **2 amendment: 11/2008**

State of Design Airworthiness Directives review date: **24 DECEMBER 2008**

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing **2008-25**

EASA Airworthiness Directives review date: **24 DECEMBER 2008**

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

CAA CAP 661 Mandatory Permit Directives, issue **2008/02**

Maintenance Programme:

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

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

BGA GMS, **Issue 1, amendment 1**

Jim Hammerton
Chief Technical Officer



British Gliding Association

Airworthiness Review Checklist

EASA Approval No MG 0279

| | | |
|---|---------------------------------|-----------------------------------|
| BGA Number (if applicable) | Registration G- | Works/Serial Number |
| Aircraft Type | Flight Hours at review | Flight Cycles/ Launches at review |
| Engine Make | Engine Type | Engine Serial No |
| Propeller Make | Propeller Type | Propeller Serial No |
| Name of BGA Chief Engineer: | Place of Document Review | Date of Document Review |
| Name of BGA inspector assisting (if appl.) | Place of Physical Survey | Date of Physical Survey |
| Maintenance Programme Ref (complete/delete A/R) | BGA GMS issue..... | LAMP/A/.....issue..... |
| Owners/Operators Name Address | | |
| Post code Contact telephone No | | |
| Document Airworthiness Review (Sample at least the minimum number of documents as indicated - tick box, see Notes:) | | |
| Airworthiness Review task | Comments | Certified |
| Airframe, engine and propeller flying hours and associated flight cycles, as appropriate, have been properly recorded. Sample 2 documents: <input type="checkbox"/> Registration document <input type="checkbox"/> Certificate of Airworthiness <input type="checkbox"/> Current/Expiring Airworthiness Review Certificate <input type="checkbox"/> Radio Licence - if applicable <input type="checkbox"/> Airframe log book <input type="checkbox"/> Engine log book - if applicable <input type="checkbox"/> Propeller log book - if applicable | Satis Yes / No Comments: | |
| The flight manual, if applicable, is applicable to the aircraft configuration and reflects the latest applicable revision status. Flight manual details: Basic FM issue: Current revision number: Supplements: Or; Declaration of Flight Manual Standard (DFMS) if available: Report Number: MIN Date: Sample 1 document: <input type="checkbox"/> Flight Manual <input type="checkbox"/> Flight Manual supplements Note: This section N/A for SAS gliders | Satis Yes / No Comments: | |
| All the maintenance due on the aircraft according to the approved maintenance programme has been carried out.. All known defects have been corrected or, when applicable, carried forward in a controlled manner. All maintenance has been released to service by an approved organisation, licensed engineer or BGA inspector. Sample 3 documents: <input type="checkbox"/> Maintenance programme <input type="checkbox"/> Tailoring to aircraft configuration & Inclusion of TC holder recommended tasks <input type="checkbox"/> Maintenance manuals - if applicable <input type="checkbox"/> Repair manuals - if applicable <input type="checkbox"/> Work packs <input type="checkbox"/> Defect sheets <input type="checkbox"/> Maintenance file <input type="checkbox"/> Carried forward defects - if applicable <input type="checkbox"/> Other documents checked: | Satis Yes / No Comments: | |

| | | |
|---|--|--|
| <p>All applicable airworthiness directives and generic requirements have been applied and properly registered:</p> <p>Sample 2 documents:</p> <ul style="list-style-type: none"><input type="checkbox"/> Airworthiness Directives<input type="checkbox"/> Manufacturers technical notes or service bulletins<input type="checkbox"/> BGA Compendium of Airworthiness Directives <p>Note: some aircraft may have no AD's published, tick box and comment "No AD's published"</p> | <p>Satis Yes / No</p> <p>Comments:</p> | |
| <p>All parts, components, modifications and repairs fitted or applied to the aircraft have been registered and are approved or released according to Part 21.</p> <p>Sample 1 document:</p> <ul style="list-style-type: none"><input type="checkbox"/> Release of parts<input type="checkbox"/> EASA form 1<input type="checkbox"/> Certificates of conformity<input type="checkbox"/> Modification package<input type="checkbox"/> Repair package <p>Note: if no parts fitted or no repairs or modifications carried out then N/A is acceptable</p> | <p>Satis Yes / No</p> <p>Comments:</p> | |
| <p>All service life limited components installed on the aircraft are properly identified and have not exceeded their approved service life limit according to the approved maintenance programme.</p> <p>Sample 2 documents:</p> <ul style="list-style-type: none"><input type="checkbox"/> Airframe service life<input type="checkbox"/> Intermediate inspections<input type="checkbox"/> Engine service life - if applicable<input type="checkbox"/> Propeller service life - if applicable<input type="checkbox"/> Equipment service life - if applicable <p>Note 1: Provided service life is valid the ARC is valid. If it is noticed that any service life may expire before the next review is due, note as comment and advise owner.</p> <p>Note 2: Some aircraft do not have lifed items - enter N/A in that case</p> | <p>Satis Yes / No</p> <p>Comments:</p> | |
| <p>The current mass and balance statement reflects the configuration of the aircraft and is valid.</p> <p>Sample 1 document:</p> <ul style="list-style-type: none"><input type="checkbox"/> Mass & balance report<input type="checkbox"/> Weighing report<input type="checkbox"/> Equipment list | <p>Satis Yes / No</p> <p>Comments:</p> | |
| <p>The aircraft complies to the latest revision of its type design approved by EASA.</p> <p>EASA TCDS/SAS No: revision:</p> <p>Sample 1 document:</p> <ul style="list-style-type: none"><input type="checkbox"/> Review against Type Certificate Data Sheet (TCDS)<input type="checkbox"/> Review against Specific Airworthiness Specification (SAS)<input type="checkbox"/> Review against Supplemental type certificate | <p>Satis Yes / No</p> <p>Comments:</p> | |
| <p>A physical survey of the aircraft shall be carried out in a suitable hangar or workshop to ensure that:</p> | | |
| <p>All required markings and placards are properly installed</p> | <p>Satis Yes / No</p> | |
| <p>The aircraft complies with its approved flight manual</p> | <p>Satis Yes / No</p> | |
| <p>The aircraft configuration complies with the approved documentation</p> | <p>Satis Yes / No</p> | |
| <p>No evident defect can be found that has not been addressed</p> | <p>Satis Yes / No</p> | |
| <p>No inconsistencies can be found between the aircraft and the documented review of the aircraft records.</p> | <p>Satis Yes / No</p> | |
| <p>Details of findings and corrective actions</p> | | |
| <p>Finding</p> | <p>Corrective action taken</p> | |
| <p>Any unsatisfactory answer to any of the above questions will prohibit the ARC being issued or renewed. In this case or if the ARC has lapsed for more that 12 months please refer to the BGA CTO.</p> | | |
| <p>BGA Chief Engineer:</p> <p>Signed: Name: BGA Insp No: Date:</p> <p>The Airworthiness Review may be anticipated by up to 90 days without loss of continuity.</p> <p>This airworthiness review checklist should be filed in the aircraft continuing airworthiness records and a copy to BGA.</p> | | |