



## British Gliding Association - Technical News Sheet

**Issue 5-2009**

**Date: 21/12/2009**

### **Airworthiness Information**

**1. Elevator Control Arms** BGA 004/08/2000 issue 2 **(Mandatory)**

BGA inspection 004/08/2000 is raised to issue 2 to include other types, ASK 13, K8 and other Schleicher types with plate alloy elevator control arms and clarify compliance. Revised requirement is annual visual inspection and further investigation if bending is suspected or if elevators are misaligned.

<http://www.gliding.co.uk/bgainfo/technical/inspections.htm>

### **Engines**

**2 Rotax 912** SB 912-057 **(Optional)**

The TBO of Rotax 912 engines may be increased to 2000 hours or 15 years provided SB 912-057 is carried out.

Please note that CAA GR24 Engine life extensions do not apply to Rotax engines.

<http://www.rotax-aircraft-engines.com/pdf/dokus/d04685.pdf>

### **Equipment**

**3. Portable Halon 1211 fire extinguishers** AD 2009-0251-E **(Mandatory)**

Possible contaminated Halon 1211 in Fire Fighting Enterprise fire extinguishers. If extinguisher has FG product number starting BA... see AD for applicability details.

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2009\\_0251E.pdf/EAD\\_2009-0251-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2009_0251E.pdf/EAD_2009-0251-E_1)

### **General Information**

**1. Lified items Serial Number recording**

If not recorded at installation or during the transition, at the next annual inspection record in the log book the serial numbers of lifed critical items. Eg. release hooks, magnetos, oxygen bottles & regulators, propellers, engines and any other lifed and serialised item.

The CAA publish CAP 543 Time Limited Task & Additional Inspections & Component Change Record that may assist in recording the required information. Available to download or purchase from CAA. [CAP 543](#)

**2. Withdrawal of DFMS**

On 31 January 2010 the CAA are withdrawing the Declaration of Flight Manual Standard (DFMS) service that is currently used on powered aircraft (Motor Gliders and Tugs). In its place when completing an airworthiness review or C of A renewal the BGA Chief Engineer will need to ascertain the flight manual status and any supplements required due to the modification state of the aircraft. The flight manual issue and revision and supplements should be recorded on the BGA 276 airworthiness review report form. On annex II tugs please enter the information on the BGA 202.

CAA [Aircom 2009/17](#) refers

### 3. Released parts

Inspectors and owners are reminded that it is a part M requirement that released parts must be used on any EASA aircraft (glider, motor glider or tug) if they are available.

For example; Solo engine parts, seals and gaskets must be released with an EASA Form 1.

The only exception to this EASA rule is if the particular equipment is not supported, e.g. Rollason engines or where the part is classified as a Standard Part and then a Certificate of Conformity should be obtained. In some cases e.g. Rollason engines, released parts in any form are not available, then only good quality automotive parts may be used.

If a released part is available then it must be used

[Part M](#) M.A.501 refers

### 4. Customisation of LAMP

The CAA have issued [Aircom 2009/18](#) giving advice on the customisation of the generic maintenance programme CAA/LAMP/2007. Operators of motor gliders and tugs should take notice of this aircom.

### 5. Work packs

The Part M requirement for properly documented work packs is highlighted to inspectors and owners as included in the BGA inspector seminars 2007/8.

It is a requirement that inspectors use properly complied work packs, see AMP 1-1, and follow the EASA requirements for retention in aircraft records.

The owner is responsible for aircraft records retention, he may entrust the records to an inspector to keep but retains the responsibility. These records must be kept for 2 years after the aircraft is permanently withdrawn from service.

An inspector must keep his own records for at least 3 years from the maintenance date. If he also retains the main records this requirement is satisfied.

If the aircraft is taken to another inspector for maintenance or airworthiness review then the records must be available to the inspector to enable him to properly complete his task.

#### Compliance Statement:

All mandatory inspections and modifications have been included up to the following:  
CAA CAP 747 Mandatory Requirements for Aircraft, issue: 3 amendment: 30 November 2009  
State of Design Airworthiness Directives review date: 21 December 2009

#### For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2009-25  
EASA Airworthiness Directives review date: 21 December 2009  
CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary issue: 287  
CAA CAP 661 Mandatory Permit Directives, issue 2009/2

#### 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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