

effectiveness of this inspection and the need to maintain vigilance on older wooden structure types.



- | | | | |
|---|--|-----------|---------------|
| 7 | SN Centrair 101 Pegase Trim tab spring service life | SB 101-28 | (Recommended) |
| 8 | SN Centrair 201 Marianne Check the correct installation of the rudder control linkage | SB 201-32 | (Recommended) |
| 9 | Valentin Mistral C Reported by John Gilbert Elevator pushrod guides loose in centre section of fuselage. It is recommended to check the aileron pushrod guides as well. | | (Advisory) |

Engines

- | | | | |
|----|--|----------------|-------------|
| 9 | Rotax 912 series Ignition – Magneto flywheel hub washer – replacement http://ad.easa.europa.eu/blob/easa_ad_2011_0067_E.pdf/EAD_2011-0067-E_1 | AD 2011-0067-E | (Mandatory) |
| 10 | Rotax 914 series Ignition – Magneto flywheel hub washer - replacement http://ad.easa.europa.eu/blob/easa_ad_2011_0067_E.pdf/EAD_2011-0067-E_1 | AD 2011-0067-E | (Mandatory) |

General Information

- 1 Recording of Work
A reminder to inspectors that it is a BGA and CAA/EASA requirement in addition to annual and routine worksheets (BGA 267 & LAMP or LAMS sheets), to fully record all maintenance work carried out on aircraft. (M.A.401 (c) refers, extract below) and retain as part of a comprehensive work pack. This requirement is especially applicable to (but not limited to) the recording of flying control mass and balance checks following repair or refinishing. All worksheets must be completed fully with defect/task and action detailed with a Part M, Certificate of Release to Service as appropriate. [BGA 205](#) work sheet is designed for this purpose.

M.A.401(c)

"The person or organisation maintaining an aircraft shall ensure that all applicable maintenance data is current and readily available for use when required. The person or organisation shall establish a work card or worksheet system to be used and shall either transcribe accurately the maintenance data onto such work cards or

worksheets or make precise reference to the particular maintenance task or tasks contained in such maintenance data."

Inspectors are further reminded that is a requirement to retain a copy of this work for your own records for at least three years after the maintenance event in addition to the owners records that should be complete and retained for the life of the aircraft and two years after the aircraft has been permanently removed from service or destroyed. You are also obliged to supply the maintenance records to the aircraft owner on completion of maintenance.

2 Maintenance of Self Launching Motor Gliders

A reminder to owners and inspectors maintaining glider derived self launching motor gliders (DG400, DG800, Ventus M, Nimbus M and similar types) and TMG (Falke, G 109 and similar types); it is required that these aircraft operating on the CAA/LAMP maintenance programme follow the LAMP maintenance schedule. i.e. annual inspection, 50 and 150 flying hour checks and in the case of low utilisation (less than 50 hours p.a.) 6 month checks. The airframe and engine can be run independently for everything except the annual inspection, so in most cases the airframe will require some flying hour checks during the year but the engine will probably only require a 6 month check.

Note: On aircraft used for private flight, 50 hour checks can be accomplished by the pilot/owner. Remembering the check still need to be certified on worksheets and entered in the log book.

ARC signatories should note that task 3 on the BGA 276 is in part referring to these maintenance checks and should raise a finding if the required maintenance has not been completed. The ARC in those cases cannot not be renewed until some action is taken by the BGA and the aircraft owner/maintenance manager. Refer non compliance findings immediately to CTO.

3 LBA Airworthiness Directives

Many inspectors have voiced difficulties in researching LBA Airworthiness Directives lately on the LBA web site. The LBA web site is outside our control but we have now found a new link with LBA AD's presented somewhat differently.

<http://www2.lba.de/LTAs> will take you to a page where you can enter either the aircraft TC holder or group to bring up a list of downloadable AD's.

http://www.lba.de/cln_009/DE/Technik/Lufttaeuechtigkeit/LTA/Uebersichten_zu_LTA_deutscher_Luftfahrtgerate.html?nn=30662 will present a menu where you can download a PDF list of AD's relevant to a particular type (limited list)

4 TCDS revision

Many inspectors are failing to quote the TCDS revision number on transitions and ARC renewals. It is very important that you quote the revision number as this is confirming that the aircraft is to a particular standard. To assist we have updated the TCDS revision list on the web site.

You will notice that the Flight manual data has now been deleted from the list, this is because it is out of date and revisions are managed by Technical Notes published by aircraft manufacturers/TC holders

5 Duplicate Inspections

We are still seeing a number of inspectors not carrying out and recording duplicate (or independent) inspections properly, this is a Part M and BGA requirement and must be carried out.

An independent inspection is required whenever a control system or critical bolted item is dismantled, disturbed or adjusted. The inspection is in two parts, first the inspector who is doing the job should fully inspect his/her work for fit, form and function of the complete system checking that everything is correctly assembled, tightened and locked as appropriate. The control system must be checked for sense and range of operation.

The second part is a completely independent inspection covering the same criteria. The only time the task is simultaneous is for observing a torque loading or similar.

For details of who can certify a duplicate inspection refer to the BGA Exposition.

Both parts of the inspection must be recorded and certified on work sheets or in the log book.

Example using BGA 205 worksheet;

| | | | |
|---|---|--|----|
| 2 | Carry out independent inspection of elevator rod replacement. | 1 st inspection – carried out satisfactory. A Smith I/C/1234. 01/04/11 | AS |
| | | 2 nd inspection carried out satisfactory. B Brown I/C/2345 01/04/11 | |

Compliance Statement:

All mandatory inspections and modifications have been included up to the following:
CAA CAP 455 Airworthiness Notices, Version September 2009
CAA CAP 747 Mandatory Requirements for Aircraft, issue: 3 amendment: 2011/02
State of Design Airworthiness Directives review date: 06 May 2011

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2011-09
EASA Airworthiness Directives review date: 06 May 2011
CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary issue: 287

Maintenance Programme:

CAA/LAMS/A/1999. Issue 2, amendment 0
CAA/LAMP/A/2007, Issue 1, amendment 2/2008
BGA GMS, Issue 1, amendment 1

Jim Hammerton
Chief Technical Officer