

**BGA SDMP 267 template** (only for use in BGA airworthiness system)

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| **Aircraft Maintenance Programme (AMP)** |
| **Aircraft identification** |
| 1 | Registration: **G-** | Type: **Duo Discus T** | Serial no(s):  |
| **Basis for the maintenance programme** |
| 2 | This is the BGA recommended option for owners to declare their aircraft maintenance program. This template is for all ELA1 Sailplanes, Self-Launching/Sustaining sailplanes and TMG, not involved in commercial operations, declaring the “other” Programme complying with M.A.302(i) [x]  Note the BGA SDMP 267 lists all the scheduled inspection requirements in tasks 1 to 89 and is equivalent to EASA Appendix A, AMC M.A.302 (e) , required by  EASA ‘Minimum Inspection Programme’.  |  |
| **Design approval holder (DAH) maintenance data**  |
| 3 | **Equipment manufacturer and type** | **Applicable maintenance data reference (at latest revision)** |
| 3a | Aircraft **(other than balloons)** | **SCHEMPP-HIRTH FLUGZUEBAU GMBH** | **Duo Discus T Maintenance Manual updated with all technical notes that relate to this glider type and serial number.** |
| 3b | Engine (if applicable) | **SOLO 2350D, Serial No. 152** | **Duo Discus T Maintenance Manual.****Operating Manual for the SOLO engine type 2350D.** |
| 3c | Propeller (if applicable) | **INGRID OEHLER FOLDING PROPELLER OE-FL 5.110/83 av, Serial No. 159** | **Duo Discus T Maintenance Manual.****Operating Manual for the folding propeller type OE-FL.5.110/83 av.** |
| **Additional maintenance requirements not covered above (applicable to all AMPs, regardless of whether they are based on design approval holder (DAH) data or minimum inspection programmes (MIPs))** |
| 4 | **Indicate if any of the following additional maintenance requirements are applicable (when replying ‘YES’, list the specific requirements in Appendix B (add to the BGA SDMP 267 EASA mandatory and BGA CAMO requirements found after task 89) to this AMP** | Yes | No |
| Maintenance due to specific equipment and modifications | **Yes** |  |
| Maintenance due to life-limited components | **Yes** |  |
| Maintenance due to mandatory continuing-airworthiness information (airworthiness limitations (ALIs), certification maintenance requirements (CMRs), specific requirements in the TCDS, etc.) | **Yes** |  |
| Maintenance due to repetitive ADs | **Yes** |  |
| Maintenance due to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.) | **Yes** |  |
| Maintenance due to type of operation or operational approvals |  | **No** |
| 5 | **Indicate if there is any maintenance due to specific recommendations in service bulletins, service letters, etc. (when replying ‘YES’, list the specific recommendations and any deviations in Appendix B to this AMP)** | Yes | No |
| **Pilot-owner maintenance**  |
| 6 | **Does the Pilot-owner perform Pilot-owner maintenance (ref. Part-M)**If yes, enter the name of the pilot-owner(s):Pilot-owner name: Licence Number: Signature: Date:  | **Yes** |  |
| **Approval/declaration of the maintenance programme by owner** |
| 7 | **Declaration by owner*****‘I hereby declare that this is the maintenance programme applicable to the aircraft referred to in Field 3, and I am fully responsible for its content and, in particular, for any deviations from the Design Approval Holder’s recommendations.’***Signature/name/date:  |  |
| **Certification statement** |
| 8 | ***‘I will ensure that the aircraft is maintained in accordance with this maintenance programme and that the maintenance programme will be reviewed and updated as required.’***Signed by the person/organisation responsible for the continuing airworthiness of the aircraft according to ML.A.201:Owner [x]  — Lessee [ ]  Name of owner/lessee: Address: Telephone/fax:Email: Signature/date:  |
| 9 | Appendices attached to BGA SDMP 267* Appendix A YES [x]  NO [ ]  BGA SDMP 267 already complies with Appendix A requirement
* Appendix B YES [x]  NO [ ]  Add to the BGA SDMP 267 EASA mandatory and BGA CAMO requirements found after task 89
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|  | **Record of periodic reviews and revisions of the Aircraft Maintenance Programme (in accordance with M.A.302(g) or M.A.302(h)5, as applicable) (add more rows/lines if required)**  |
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| **Entire below changes to this SDMP and revision number** | **Date and signature of owner** |
| **Issue 1** |  |
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BGA Self-Declared Minimum Inspection Program

form 267 for sailplanes and powered sailplanes

(including TMG)

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| Work pack file ref:       |
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| Registration:  | BGA No. | Type. **Duo Discus T** | Serial No:  |

 Hours Flight Cycles

Total flight hours and flight cycles at this Inspection \_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_

Since last inspection: \_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_

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| TaskItem | Description | Inspection detail | OperationInsp/checkinitials |
| **Tasks 1 to 62 applicable to all aircraft (delete row/line as or write N/A as required)****Tasks 63 to 89 apply to powered sailplanes (delete row/line as or write N/A as required)** |
| 0 | **All Tasks General** | The aircraft must be clean. Inspect for security, damage, wear, integrity, drain/vent holes clear, signs of overheating, leaks, chafing, cleanliness and condition as appropriate to the particular task. Whilst checking GRP Composite structures check for signs of impact or pressure damage that may indicate underlying damage.The manufacturer’s maintenance manual must be used for specific maintenance instructions. |  |
| 1 | **Fuselage Paint/Gelcoat** | Inspect external surface and fairings, gel coat and paintwork. Check that registrations marks are correctly applied. All turbulator tapes are fitted correctly and secure.  |  |
| 2 | **Fuselage structure** | Check frames, formers, tubular structure, skin and attachments. Inspect for signs if corrosion on tubular framework.  |  |
| 3 | **Nose Fairing**  | Inspect for evidence of impact with ground or objects. Inspect nose tow release unit and aperture. |  |
| 4 | **Rudder** | Check rudder assembly, hinges, attachments, balance weights. |  |
| 5 | **Pot Pitot/Ventilator** | Check operation of ventilator and canopy demisting. |  |
| 6 | **Blank** |  | **N/A** |
| 7 | **Wing attachments** | Inspect the wing structural attachments. Check for damage, wear and security. Check for rigging damage. Check condition and security of wing attachment pins and associated bearings. With the glider rigged, check fore and aft play at the wing tips which should not exceed 30mm. See MM para 2.4 and at the end of this SDMP |  |
| 8 | **Canopy, locks, jettison** | Inspect canopy frame and transparencies for cracks, unacceptable distortion and discoloration. Check operation of all locks and catches. Carry out an operational test of the canopy jettison system from all positions.Canopy jam during jettison inspection ref BGA Inspection 021/10/2001. |  |
| 9 | **Seat / cockpit floor** | Inspect seat (s). Check that all loose cushions are correctly installed and as appropriate, energy absorbing foam cushions are fitted correctly and secured. Ensure that all seat adjusters fit and lock correctly. Seat trim inspection ref BGA Inspection 019/10/2001. |  |
| 10 | **Cleanliness / loose article check** | Check under cockpit floor/ seat pan and in rear fuselage for debris and foreign items. |  |
| 11 | **Nose wheel**  | Inspect for evidence of hard/heavy landings. Inspect wheel, tyre and wheel box. Check tyre pressure. |  |
| 12 | **Mainwheel, tyre & brake assembly** | There should be zero play in the brake torque link/stud. Check for integrity of hydraulic seals and leaks in pipe work. Check hydraulic hoses and components for damage and leaks.. Check disc for damage/corrosion. Check brake pad for wear**CAUTION: BRAKE DUST MAY CONTAIN ASBESTOS.**Check operation of brake. Check level of brake fluid and replenish if necessary.**CAUTION: CHECK TYPE OF BRAKE FLUID USED AND OBSERVE SAFETY PRECAUTIONS.**If DOT 3 or DOT 4 automotive brake fluid is used; change at regular intervals as it absorbs water. Tyres check for wear, sidewall damage, perishing, correct pressure and creep marks have not moved. |  |
| 13 | **Undercarriage suspension** | Check shock absorbers, and attachments. Check for signs of damage. Check U/C bay is clean and lubricate all knuckle joints.Note: Carry out with weight off the landing gear. |  |
| 14 | **Undercarriage retraction system** | Check retraction mechanism and controls with aircraft on jacks/dolly, check warning system if fitted, gas struts, doors and linkages/springs, over centre/locking device. Perform retraction test. |  |
| 15 | **Tail wheel** | Inspect for evidence of hard/heavy landings.. Inspect wheel, tyre and wheel box. Check tyre pressure. |  |
| 16 | **Release hooks** | Inspect nose and C of G release hooks and controls as per manufacturer’s instructions. Check operational life against deviations in this document. Carry out operational test. If more than one release hook or control is fitted check operation of all release hooks from all positions. |  |
| 17 | **Harnesses** | Inspect all harnesses for condition and wear of all fastenings, webbing and fittings. Check operation of release and adjustments. Refer to TNS/05/2013 and advice in deviations later in this document |  |
| 18 | **Flight/rudder pedal assemblies** | Inspect rudder pedal assemblies and adjusters. Clean and lubricate rudder pedal slide.  |  |
| 19 | **Rudder control circuit & stops** | Inspect rudder control cables. Check that control stops are contacting and secure. Pay attention to wear and security of liners and cables in “S” tubes iaw with TNS/06/91 later in this document. Check rudder assembly, hinges, attachments and balance weights are secure. |  |
| 20 | **Elevator control circuit & stops** | With the tailplane derigged, check tailplane attachments. Check that control stops under front seat are contacting and secure. Inspect self-connecting control devices, check gel coat |  |
| 21 | **Aileron circuit & stops** | Inspect aileron control rods. Check that control stops under the front seat are contacting and secure.Inspect self-connecting control devices. |  |
| 22 | **Blank** |  | **N/A** |
| 23 | **Trimmer control circuit** | Inspect trimmer controls and locking devices |  |
| 24 | **Air brake control circuit** | Inspect air brake control rods /bell cranks/bracket. Inspect self-connecting control devices. |  |
| 25 | **Wheel brake control circuit** | Inspect wheel brake control cables.  |  |
| 26 | **Instrument panel assemblies** | Inspect instrument panel and all instruments/equipment. Check that instrument readings are consistent with ambient conditions. Check marking of all switches, circuit breakers and fuses are correctly labelled. Registration is displayed on instrument panel.Check operation of all installed equipment as possible i.a.w. manufacturer’s instructions.Check all instruments are marked as required by Flight Manual. |  |
| 27 | **Pitot/static system** | Inspect pitot probes, static ports all tubing (as accessible) for security, damage, cleanliness, kinking and condition. Drain any water from condensate drains. Perform system leak check. |  |
| 28 | **ASI operational check** | Carry out accuracy of the airspeed indicator (in situ permissible) i.a.w. manufacturer’s instructions (use manufacturers limits. If Not avail. Max error 2 knots). Ensure colour coding has been applied as required in flight manual. |  |
| 29 | **Altimeter datum** | Check barometric sub scale. (max. error 2 Mb). |  |
| 30 | **Electrical installation/ fuses/trips** | Check all electrical wiring for condition. Check for signs of overheating and poor connections. Check fuses/trips for condition and correct rating. |  |
| 31 | **Battery** | Check battery mounting for security and operation of clamp. Check for evidence of electrolyte spillage and corrosion. Check that battery has the correct main fuse fitted. It is recommended to carry out battery capacity test on gliders equipped with radio, used for cross-country, airways or competition flying. Note: In accordance with equipment manufacturer’s recommendations where capacity checks are recommended by the equipment manufacturer. See BGA AMP manual leaflet 4-9. |  |
| 32 | **Blank** |  | **N/A** |
| 33 | **Radio installations and placards, transponders** | Check radio installation, microphones, speakers and intercom if fitted. Check that call sign placard is installed. Check aircraft registration placard is visible near radio.Carry out radio ground function test. Record type fitted. All avionics (including transponders) to be maintained as per the manufacturer’s instructions and applicable ADs.  |  |
| 34 | **Flarm**  | Update Flarm unit with latest version of firmware |  |
| 35 | **Removable ballast** | Check removable ballast mountings and securing devices for condition. Check that ballast weights are painted a conspicuous colour. Check that provision is made for the ballast on the loading placard. Check that the ballast arrangements as configured are supported by the Flight Manual (technical notes often require flight manual amendments).  |  |
| 36 | **Colour coding of controls** | Ensure that controls are colour coded and in good condition, as follows;Tow release: YellowAir Brakes: BlueTrimmer: GreenCanopy normal operation: WhiteCanopy jettison: RedCombined Canopy jettison and normal operation: White and RedOther controls: clearly marked but not using any of the above colours. |  |
| 37 | **Control Column Grips** | Check the security of the control column grips which should not move or twist. See entry later in this SDMP for details | **N/A** |
| 38 | **Blank** |  | **N/A** |
| 39 | **Blank** |  | **N/A** |
|  40 | **Water ballast system** | Check water ballast system, wing and tail tanks. Check filling points, level indicators, vents, dump and frost drains for operation and leakage.Ensure outside temp gauge is fitted and reads ambient temperature. |  |
| 41 | **Tailplane and elevator** | With tailplane de-rigged check tailplane and attachments, self-connecting and manual control connections, check condition of gel coat. Check tailplane for play and adjust if required (see entry later in this SDMP for info).All turbulator tapes are fitted correctly and in secure. Check condition and fitment of sealing tape ref BGA Inspection 009/10/2000. Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000.  |  |
| 42 | **Left wing** | Check mainplane structure externally and internally as far as possible, paying particular attention to any dimples or deformations. All vents and drain holes are clear. Check gel coat. Check registration marks are correctly applied. All turbulator tapes are fitted correctly and secure.  |  |
| 43 | **Left wing controls** | Inspect aileron assemblies, hinges, control connections, tapes and seals. Ensure that seals do not impair full range of movement.Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000. |  |
| 44 | **Left air brake** | Inspect air brake panel operating rods and over-centre lock. |  |
| 45 | **Left Flap** | Check flap gas strut iaw MM para 3.1.2 and repeated later in this SDMP. |  |
| 46 | **Right wing** | Check main plane structure externally and internally as far as possible, paying particular attention to any dimples or deformations. All vents and drain holes are clear. Check gel coat. Check registration marks are correctly applied. All turbulator tapes are fitted correctly and secure. |  |
| 47 | **Right wing controls** | Inspect aileron assemblies, hinges, control connections, tapes and seals. Ensure that seals do not impair full range of movement.Control tape and Mylar seal inspection ref BGA Inspection 011/12/2000. |  |
| 48 | **Right air brake/spoiler** | Inspect air brake panel operating rods and over-centre lock. |  |
| 49 | **Right Flap** | Check flap gas strut iaw MM para 3.1.2 and repeated later in this SDMP. |  |
| 50 | **Bonding/vents/****drain** | Check all bonding leads and straps are secure. Check all vents and drain clear from debris. |  |
| 51 | **Lubrication** | Lubricate and replenish fluids in accordance with manufacturer’s requirements. |  |
| 52 | **Markings** | Check side and under-wing markings are correct. If applicable, an exemption for alternate display is approved. Ident plate for CAA registered aircraft present. Identification plate for National Aviation Authority registered aircraft is present. Other identification markings in accordance with local (national) rules. BGA Number on fuselage for BGA registered aircraft. |  |
| 53 | **Mandatory checks** | Check for compliance of all mandatory modifications, airworthiness directives and inspections applicable to the airframe, accessories & equipment. Record compliance in the logbook.State of design Type Certificate and STC holder AD list, BGA Compendium, BGA Technical News Sheet, BGA Mandatory inspections, manufacturer’s mandatory check list (if available).  |  |
| 54 | **Manufacturer’s recommendation and life inspections** | Review manufacturer’s maintenance schedules and instructions for continued airworthiness for the airframe to establish if any additional work, servicing or preservation action is required. **Any Deviations from TCDS holder’s recommendations must be recorded and signed for by the owner.** |  |
| 55 | **Control deflections & free play** | Check and record range of movements check free play iaw MM para 2.3 and also shown later in this SDMP. |  |
| 56 | **Duplicate inspections** | Record each item requiring a duplicate inspection on an additional worksheet and complete prior to releasing aircraft back to service. |  |
| 57 | **Weighing** | Review weighing record to establish accuracy against installed equipment as listed in yellow pages of the aircraft logbookCheck date of last weighing (BGA Maximum deviation period for re-weigh is 8 years or after painting). See Generic Requirement 10 and BGA AMP. However, between 8 year cycles, the C of G must be calculated in accordance with Part NCO. For EL1 aircraft the mass and centre of gravity (CG) position should be revised whenever the cumulative changes to the dry operating mass exceed ± 0.5 % of the maximum landing mass or, for aeroplanes, the cumulative change in CG position exceeds 0.5 % of the mean aerodynamic chord. This may be done by weighing the aircraft or by calculation. If the AFM requires to record changes to mass and CG position below these thresholds, or to record changes in any case, and make them known to the pilot-in-command, mass and CG position should be revised accordingly and made known to the pilot-in-command.  |  |
| 58 | **Speed/weight/****manoeuvre placard** | Check placard is correct and legible and accurately reflects the status of the aircraft. |  |
| 59 | **Blank**  |  | **N/A** |
| 60 | **Blank**  |  | **N/A** |
| 61 | **Modifications** | Review Log Book and verify that any modifications incorporated since last Airworthiness Certificate or ARC renewal have been approved and correctly embodied and recorded. |  |
| 62 | **Log book** | Complete log book entry. Ensure that all flying records are entered and up to date. |  |
| 63 | **Flight Manual** | Verify that the Aircraft Flight Manual or Operating Handbook is at the latest revision. |  |
| **Tasks 63 to 89 are only applicable to Powered Sailplanes** |
| 64 | **Engine pylons, mountings & flexible vibration dampers** | Inspect engine and pylon installation. Check engine compartment and fire sealing. Check pylon for cracks. Ensure all rubber parts (especially engine mounts) are not perished, cracked or deteriorated.  |  |
| 65 | **Gas strut** | Check gas strut with AMM. |  |
| 66 | **Pylon/engine stops** | Check limit stops on retractable pylons. Check restraint cables. |  |
| 67 | **Electric actuator** | Inspect electric actuator, motor, spindle drive and mountings. |  |
| 68 | **Electrical wiring, external and internal lights/strobes/****beacons** | Inspect all electrical wiring. Pay special attention to wiring that is subject to bending during extension and retraction of engine/pylon. Check function of all lights. |  |
| 69 | **Limit switches** | Check operation of all limit switches & strike plates. Ensure not damaged by impact.  |  |
| 70 | **Fuel tank** | Check fuel tank mountings, electrical bonding and tank integrity. Check fuel quantity indication system. Filling nozzle receptacle correctly labelled  |  |
| 71 | **Fuel pipes & vents** | Check all fuel pipes especially those that are subject to bending during extension and retraction of engine/pylon. Check vents clear. Ensure overboard drains do not drain into engine compartment. Check self-sealing couplings. Ensure all swaged fittings, jubilee clips are secure and there is no perishing.  |  |
| 72 | **Fuel cock or SOV** | Check operation of fuel cock or shut off valve & indications. |  |
| 73 | **Fuel pumps and filters** | Clean or replace filters as recommended by manufacturerCheck operation of fuel pumps for engine supply or tank replenishment.Check fuel pump controls and indications. |  |
| 74 | **Decompression valve** | Inspect decompression valve and operating control. |  |
| 75 | **Spark plugs** | Carry out spark plug service. It is recommended to replace spark plugs at annual intervals. |  |
| 76 | **Harnesses & magneto** | Inspect low tension and high-tension wiring, connectors, spark plug caps. |  |
| 77 | **Propeller** | Inspect propeller, hub, prop bolts torque, folding mechanism,, belts and pulleys condition and tension. Lubricate all as required by TCDS holder. Check overhaul period and TBO of propeller. |  |
| 78 | **Doors** | Check engine compartment doors, operating cables, rods and cams. |  |
| 79 | **Safety springs** | Check all safety and counterbalance springs. |  |
| 80 | **Extension and retraction** | Check extension and retraction operation times are within limits specified by manufacturer. Check light indications and interlocks for correct operation. Check for factory software updates every year.  |  |
| 81 | **Exhaust** | Inspect exhaust system, silencer, shock mounts and links.  |  |
| 82 | **Engine installation** | Inspect engine and all accessories. Carry out compression test and record results on worksheet. |  |
| 83 | Blank |  | **N/A** |
| 84 | **Engine instruments and controls** | Inspect all engine instruments and controls. Check control unit, mounts, bonding and connections. Carry out internal self-test if fitted. |  |
| 85 | **Engine battery** | (if separate to airframe battery) Inspect battery and mountings. If main fuse is fitted check rating and condition. Carry out capacity test, refer to AMM l for guidance. |  |
| 86 | **Placards** | Check all placards in accordance with Flight/Maintenance Manual and are legible. |  |
| 87 | **Oil and fuel leaks** | Perform ground run (except with dive start engines). Check temperatures and pressures and indication within permitted range. With the engine fully serviced (and ideally still warm from a check run) check the fuel and oil system for leaks. |  |
| 88 | **Mandatory checks** | Check for compliance of all mandatory modifications, Airworthiness Directives and inspections applicable to the engine, propeller, accessories & equipment. Record compliance in the logbook.TCDS holder AD list, EASA AD list, Equipment ADs (including Technical notes and Service Bulletins) BGA Compendium, BGA Technical News Sheet, BGA Mandatory Inspections, BGA Compendium, in service issues, manufacturer’s mandatory check list (if available) and factory service bulletins and technical notes. |  |
| 89 | **Manufacturer’s recommendation** | Review manufacturer’s maintenance schedules and instructions for continued airworthiness for the engine/propeller to establish if any additional work is required. All recommendations not carried out require an owner declared deviation. |  |

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| **EASA Mandatory items.** Add ALIs (found in section 4 of modern AMM and TCDS), only add EASA and State of Design ADs that are recurring (add more rows/lines if required) |
| **LBA AD1989-018/3****TNS 02-04****TNS 02-05****TOST TN 1-2001****MM Section 9** |  | **TOST HOOK CONDITION AND LIFE**Mandatory overhaul of TOST releases after 10,000 actuations and recommended life limit of four years. Tost releases fitted to aircraft:* Tost Nose/Tow release E85
* Tost Safety Release Europa G88
 | **3000 launches** |
| **EASA AD 2019-0029****Solo SB 4603-18** |  | **SOLO 2350 ENGINES**Replacement of affected ball bearing in accordance with the instructions of the SB and introduction of a lifetime limit of 15 years of operation for the ball bearings at the bearing block of the reduction gear. | **FIFTEEN YEARS** |

|  | **BGA CAMO requirements** (found in Compendium and BGA inspections) and if desired add advisory Maintenance Manual recommendations (if embodied and not already included in the SDMP 267) add more rows/lines below if required. You can also add other maintenance you want to include on this form. For instance, Flarm software updates or reminders from the Maintenance Manual. |
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| **TNS 11/12/00** **TNS 5-2010**  |  | **INSPECTION OF CONTROL TAPES AND SEALS** Sealing tapes and Mylar seals must be inspected in accordance with the BGA inspection on an annual basis and defective seals replaced. Refer to BGA inspection 011/12/2000 for further information. | **ANNUAL** |
| **TNS 05/2013**  |  | **ON CONDITION OPERATION OF HARNESS/STRAPS IF IN EXCESS OF OEM LIFE** The BGA Maintenance Programme allows for seat harnesses to remain in service subject to“on-condition” inspections. On Condition means that the item must be inspected and its condition assessed in accordance with the appropriate instructions. For seat harnesses use AMP Leaflet 4-8. | **ANNUAL** |
| **TNS 06/91** **MM PARA 3.1**  |  | **RUDDER PEDAL ‘S BENDS’. CHECK FOR WEAR AND SLIPPING OF INNER LINING TUBES** Every 200 flying hours and at every annual survey, the rudder cables are to be inspected wherever accessible and the point where they feed through the S-shaped guides to the pedals, particularly with the pedals in their extreme positions. If the cables re damaged, worn or corroded, they must be replaced. It is permissible for individual strands of the cables to be worn up to 25%. | **ANNUAL** |
| **TNS 019/06/2001 ISSUE 1**  |  | **SEAT TRIM OBSTRUCTING EXIT FROM GLIDER** There is a possibility of the seat trim becoming partially detached from the top of the seat back and catching on the pilot’s parachute while exiting aircraft. This may impede an emergency exit of possibly deploy the parachute in the aircraft.Inspect the seat edging trim if fitted. Replace or reattach if loose. If a replacement trim is not available, remove it to avoid any catching. Consideration must be given to alternative seat back edge protection while the trim is removed. The seat back is probably made from GRP and can have glass splinters. | **ANNUAL** |
| **TNS 04-2014 & BGA MANDATORY INSPECTION 056-08**  |  | **CONTROL GRIPS – ENSURE SECURE AND NOT ABLE TO TWIST** With firm hand pressure ensure control grip is securely attached to the control and that it will remain secure during all normal modes of operation. Insecure grips must be rectified before flight Refer to BGA inspection guidance for further information. | **ANNUAL** |
| **BGA COMPENDIUM**  |  | **RE-WEIGH AT LEAST EVERY 8 YEARS** All types are normally to be re-weighed every EIGHT years. | **8 YEARS** |
| **MM PARA 2.3** |  | **CONTROL SURFACE PLAY LIMITS**With cockpit controls fixed, play at the control surfaces must not exceed the following values:Inboard aileron: +/- 3.0 mm measured 176 mm behind hinge axisElevator: +/- 3.0 mm measured 170 mm behind hinge axis | **ANNUAL (Before or during derigging)** |
| **MM PARA 2.4**  |  | **PLAY IN WING FITTINGS – RESULTING IN FORE AND AFT MOVEMENT AT WING TIPS – MEASUREMENT AND SHIM AS REQUIRED**Tangential play (fore and aft movement) can occur through wear in the shims on the wing locating pins. If the wing tips are free to move more than 30 mm or if play of the top extensions is observed, further shims of a thickness of between 0.3 and 0.5 mm with an internal diameter of 17.95 mm for the wing panels, and 9.95 mm for the tip extensions. | **ANNUAL (Before or during derigging)** |
| **MM PARA 2.5**  |  | **PLAY AT THE TAILPLANE ATTACHMENT FITTING – MEASUREMENT AND ADJUST AS REQUIRED**If an excessive vertical play is found at the tips of the horizontal stabilizer, then the adjustable bushings of the elevator actuating bracket should be tightened such (using a 4 mm Allen key) that the tailplane will just slide onto its locating pins (refer to diagram in maintenance manual).  | **ANNUAL (Before or during derigging)** |
| **MM PAGE 3.1.2**  |  | **CHECK OF WING GAS STRUT** With the aircraft rigged, airbrakes fully extended, the effectiveness of the gas strut is to be checked by pulling the trailing edge flap upwards at the trailing edge flap drive using a spring balance.The force measured should be at least 15 daN (33 lbs) before the trailing edge flaps starts moving in upward direction. If this value is not reached, the gas strut must be replaced (refer to diagram in maintenance manual). | **ANNUAL (Before or during derigging)** |
| **MM PAGE 3.2.3**  |  | **WING WATER BALLAST DUMP VALVES** Check water dump valves for their effective valve lift – the difference in valve lift between the left and the right tank should not be more than 10 mm. | **ANNUAL** |
| **MM PAGE 3.2.3**  |  | **CHECK OF GAPS BETWEEN WING INBOARD AILERON AND TRAILING EDGE FLAP**Check that the gap between wing, inboard aileron and trailing edge flap is at least 1.5 mm. | **ANNUAL** |
| **MM PAGE 3.3** |  | **EXTENSION PROGRAM FOR THE LIFE EXTENSION OF THE SERVICE TIME**The service time of GFRP/CFRP sailplanes and powered sailplanes may be extended to 12,000 hours, if for each individual aircraft (in addition to the obligatory annual inspections) the airworthiness is demonstrated according to a special multi-step inspection program, particular with regard to the service life. The first inspection is due when the sailplane has reached a service time of 6,000 hours. Refer to in maintenance manual for further details. | **ANNUAL** |
| **MM PAGE 4.2.2 and SECTION 9 and Appendix P**  |  | **SCHEMPP-HIRTH TURBO MAINTENANCE SCHEDULE** **Engine SOLO type 2350D, serial no. 152, manufactured 2006*** Refer to Operating Manual for the SOLO engine type 2350D, valid issue as appropriate, LBA approved
 | **ANNUAL** |
| **SOLO 2350D MANUAL****Revision 2,****22 October 2014** |  | **ANNUAL ENGINE MAINTENCE – ENSURE NOW TASKS IN ADDITION TO BGA AND SCHEMPP-HIRTH MAINTENANCE SCHEDULE** Every 12 months or 25 operating hours, whatever comes first, check the following points in addition to the daily checks:* Fuel lines
* All wiring, exhaust system and spark plugs
* Clean the engine
* Disassemble, wash and check the decompression – valves
* Check belt tension. Apply a test load of 120N right angled in the middle of the belt drive. Measure the displacement of the belt. It should be 4mm. If necessary open the clamping screws of the propeller axle and tighten the belt by rotating the propeller axle. Secure the screws with Loctite 243.
 | **12 MONTHS OR 25 OPERATING HOURS WHICH EVER IS SOONER** |
| **SOLO 2350D MANUAL****Revision 2,****22 October 2014** |  | **ENGINE SPECIAL INSPECTION** Special examination after 200 operating hours. It is mandatory for this check to be conducted by the manufacturer or an authorised agent. | **EVERY 200 OPERATING HOURS** |
| **MM PAGE 4.2.1 and SECTION 9**  |  | **SCHEMPP-HIRTH MAINTENANCE SCHEDULE FOR INGRID OEHLER FOLDING PROPELLER** **Propeller OE-FL 5.110/83 av, serial no. 159*** Refer to Operating Manual for the folding propeller type OE-FL.5.110/83 av, valid issue as appropriate, LBA approved
 | **ANNUAL** |
| **MANUAL FOR FOLDING PROPELLER OE-FL .83 PARA 5 SUB-PARA 2**  |  | **PROPELLER ANNUAL MAINTENANCE (CLEAN, LUBRICATE AND EXAMINE)** * Check for loss of material at the nose of the blades and check for damage of the blades. In case of loss or damage, repair or exchange blades.
* Check for damage of the hub (scrapes, impact damage etc.) In case of damage, exchange hub.
 | **12 MONTHS OR 25 OPERATING HOURS WHICHEVER IS SOONER** |
| **MANUAL FOR FOLDING PROPELLER OE-FL .83** **PARA 5 SUB-PARA 3**  |  | **PROPELLER SPECIAL MAINTENANCE AND TOLERANCE CHECK**Dismantle propeller and clean and check tolerances. It is recommended that this is inspection is conducted by the manufacturer or an authorised agent. | **EVERY 200 OPERATING HOURS OR 5 YEARS WHICHEVER IS SOONER** |
| **MM PAGE 4.2.3 and Appendix P**  |  | **SCHEMPP-HIRTH MAINTENANCE SCHEDULE FOR POWER PLANT ACCESSORIES**Refer to Schempp-HirthMaintenance Manual for annual inspection of the following items:* Appendix P1: Engine mount (pylon), pivoting mechanism and cooling baffles
* Appendix P2: Fuel system
* Appendix P3: Electrical system power plant, engine test run
 | **ANNUAL** |

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| Add any Deviations from TCDS holder and equipment manufacturer recommendations from mandatory service bulletins, AMM, AFM and TCDS. The BGA requires justification and Acceptable Means of Compliance for Deviations. No deviations are permitted from Airworthiness Directives or mandatory maintenance (ALIs) or BGA CAMO requirements as specified in the Maintenance/Flight Manuals, TDCS, ADs and BGA Compendium (add more rows/lines if required) | ***Owner must sign & date below***  |
|   Service/life/tbo Interval | Task Description | Engineering justification and alternative means of compliance (AMC).Add extra documents to this MIP section as required to support AMC and engineering justification of a deviation. |  |
| TC holder recommendations(hrs/cyc/cal) |  | Changed to |  |
| **12 Years** |  | **ANNUAL REVIEW** | **GADRINGER HARNESS LIFE**  | Harness life extended from 12 years to annual review subject to annual inspection using BGA AMP 4-8 guidelines. Within the BGA camo strict adherence to BGA AMP 4-8 guidelines has shown seat harnesses have been safely extended with no loss/perceivable loss of serviceability.Refer to TNS 02/05 & 03/2009 |  |
| **4 YEARS** |  | **8 YEARS** | **RE-WEIGH MM PG 30**  | Reweigh interval extended from 4 years to 8 years unless anything happens to change the weight or c of g. while in the BGA camo history has shown there has been no change to safety by extending the reweigh period to 8 years. |  |
| **4 YEARS** |  | **3000 LAUNCHES** | **ALL TOST RELEASE UNITS ARE SUBJECT TO AD 1989-018/3, TOST TN 1-2001, BGA TNS 02-05** | The determination of the number of launches required to achieve 10,000 actuations is the responsibility of the aircraft owner. BGA guidance for private gliders is 3-4 actuations per flight = 2500 to 3000 launches (TNS 02-05). Release units are still subject to normal maintenance & inspections for wear, condition, cleanness & lubrication. |  |

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| General Remarks |
| Date of ARC or BGA C of A expiry: Other remarks:      |
| Record identifying marks. | Fin:  | Fuselage:  | Under wing: |
| **Certificate of Release to Service** |
| All work has been recorded in the appropriate logbook and all additional worksheets have accounted for and certified and for BGA registered gliders.[x]  EASA Aircraft - **Certifies that the work specified, except as otherwise specified, was carried out in accordance with Part-M and in that respect is considered ready for release to service. BGA Approval No. UK.MF.0007.** |
| (\* Written signature required) |
| Inspector Name:        | Signed  | Date:        | BGA Inspector No:        |