

## **Checklist for Glider Refinishing in EU**

### **Preparation**

Choose refinishing company – this roadmap is based on the very cordial GliderService Novak, Lesce, Slovenia, but other firms are available.

Request quote for work. NB final bill will usually be higher due to additional work found during strip down.

Agree delivery date.

Arrange UK handling Agent for customs (I used EUROCLEAR who know GliderService)

### **Glider Delivery**

Outbound, with EUROCLEAR provided Export documents, and glider in tow, I went through customs clearance at the Inland Border Facility Sevington, near Ashford (takes over an hour depending on time of day).

I then used the normal Eurotunnel car with trailer system Folkestone to Calais

It takes 2 days at reasonable driving speed to get to Lesce, with a night stop near Landau if using the BE/LUX/GE/AUT/SLO route, or near Haguenau if using the FR/GE/AUT/SLO route (NB FR motorway tolls).

Purchase windscreen Vignette at motorway service station before Salzburg for crossing AUT, and electronic Vignette (no sticker now) before Villach for using main routes in SLO.

Be prepared to also pay toll fees for major tunnels you will use in AUT/SLO.

On delivery of glider to factory in Lesce go through detailed requirement for refinishing, including cockpit work.

There are good B&B places in Lesce, and the nearby airfield has a good, friendly restaurant.

RTB route is as outbound route, so ensure vignettes still valid for SLO/AUT

Channel crossing as required.

### **Progress of Work**

GliderService impressed me by offering to store the Wankel engine in the workshop while the glider awaited her winter slot for the refinishing. I had performed the recommended “pickling” procedure before delivering the glider, but this reduced my concern over potential corrosion, and proved its worth as the engine ran smoothly on return to the UK. The company will keep you informed with imagery of each stage of work, including evidence of where further work is required or proposed enhancements, with associated cost.

Gliderservice are certified to do annual/ARC inspections on UK gliders, but I opted to have these checks performed on return to the UK, for admin reasons, but also as an “independent” check of the comprehensive work package.

Agree finish date, and collection date.

### **Glider Recovery**

GliderService will provide detailed invoice without VAT charged.

Arrange Euros purchase and transfer to pay for work in advance of collection. (I used Currency Solutions who buy Euros at best rate available for you and arrange bank transfer)

Book outbound crossing for tow car as required, but book Eurotunnel Freight crossing with trailer Calais to Folkestone

Recommend use of same UK Customs agent as outbound.

EUROCLEAR will calculate the UK VAT due on the GliderService Invoice, which has to be paid through them before collecting glider.

GliderService are well aware of procedures and with EUROCLEAR will produce the key customs documents: the EU Export Accompanying Document (known as EU-A), and the International Consignment Note. EUROCLEAR will email you the Goods Movement Reference barcode, which completes the document set.

These documents have to be presented to the appropriate UK Customs Office and scanned (Calais Freight Terminal for Eurotunnel) to close the loop on EU entry/exit.

Entering the Calais Eurotunnel Freight Terminal is quite intimidating the first time you do it due to the long queues of trucks and took about 2 hours from arrival to document scanning to boarding.

On the freight train, drivers are taken to a special train coach for the crossing, where there is a news screen. On this there is a scroll of vehicle numbers and a colour code indicating success or failure in meeting all customs requirements Green is good, and other means report to customs on arrival to sort paperwork out. Thankfully, mine was Green all the way.

### **Disclaimer**

This process worked for me, with the glider away from Sep 21 to Jun 22, the delay being caused by Covid factory closures. GliderService has a long record of excellent work on UK based gliders, and there are other firms able to do this work. I am sure there are also other Customs Agents available, but ensure that they know what they are doing.

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