

British Gliding Association



BGA Glider Maintenance Schedule

Ref; BGA/GMS/2005 issue 1

Glider Type: Slingsby T21

Registration: ~~BGA-782~~ AZC
(BGA Trigraph or G-)
AZC

BGA Number: 782

Serial Number: 1096

British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester. LE1 4SE.

Section 1

Contents and Check List of Pages

Title Page:	Issue 1	10/01/05	
Section 1:	Page 1-2 to 1-3	10/01/05	Contents, revision status
	Page 1-4 to 1-7	10/01/05	General notes and applicability
	Page 1-8	10/01/05	Maintenance check cycle and permitted variations
Section 2:	Page 2-1 to 2-2	10/01/05	Daily Inspection
Section 3:	Reserved for future requirements		
Section 4:	Page 4-1 to 4-7	10/01/05	Maintenance Schedule
	Page 4-8	10/01/05	Useful notes
Section 5:	Page 5-1	10/01/05	Glossary of Terms

Initial issue © BGA 01/2005

Amendments to this schedule

As necessary amendments to this schedule will be made by the BGA and approved by the CAA. Notification of amendments will be made in the BGA Technical News Sheets, issued to BGA Authorised Inspectors and published on the BGA Web site. Approved amendments must be incorporated into this schedule without delay.

Issue or Amendment No	Effectuated Pages	Date of Amendment	Initials of person embodying amendment
Initial issue	Title page, section 1, page 1-2 to 1-8	10/01/05	N/A
Initial issue	Section 2, page 2-1 to 2-2	10/01/05	N/A
Initial issue	Section 3, Reserved	N/A	N/A
Initial issue	Section 4, Page 4-1 to 4-8	10/01/05	N/A
Initial issue	Section 5, page 5-1	10/01/05	N/A

Applicability and Approval

This Glider Maintenance Programme & Schedule is approved by the UK Civil Aviation Authority (CAA) a Competent Airworthiness Authority of the European Aviation Safety Agency (EASA). CAA approval ref MS/01221/P dated 23 March 2005.

The BGA GMS is applicable to all Gliders, Sailplanes and Self Sustaining Sailplanes maintained under the control of the British Gliding Association (BGA), Approval Ref: DA1/8378/73 and registered with the CAA or BGA.

This maintenance schedule addresses the requirements for the above aircraft used for Private Flight and Public Transport operations and issued with either an EASA Airworthiness Certificate or Permit to Fly or BGA Airworthiness Certificate or Permit to Fly

This maintenance schedule is not applicable for commercial air transport.

Information contained in applicable aircraft manufacturers flight, maintenance & repair manuals and the BGA AMP manual should be used as reference to specific maintenance requirements, conditional inspections and out of phase inspections. As a general rule a manufacturers specific maintenance requirement will override a BGA/GMS requirement for a specified task.

The BGA GMS is laid out in a schedule format and used with a BGA GMS report (BGA 267) and may be copied. This report, together with additional defect sheets if required, should be completed during the maintenance and filed with the aircraft records. A copy of the report and the completed maintenance statement on the BGA GMS report (BGA 267) should be returned to the BGA on completion of the annual maintenance.

For the purposes of this schedule:

Aircraft shall mean Glider, Sailplane or Self Sustaining Sailplane.

Maintenance shall mean Scheduled Maintenance, Servicing, Inspection, Repair, Replacement or Modification.

Airworthiness Certificate shall mean either an EASA C of A/ permit to fly or a BGA C of A/permit to fly unless specified individually.

Owner/Operator Responsibilities

The owner or operator of the aircraft is responsible for the accomplishment of the maintenance prescribed in this schedule.

The owner or operator is responsible for ensuring that the maintenance personnel have all the necessary information to complete the required maintenance. This will include flying hours, Log book, Technical Log, DI book, flight, maintenance and repair manuals, service bulletins/technical notes as applicable and details of any maintenance or incidents since the last routine inspection

Certifying persons Responsibilities

Certifying persons must use their skill and judgement determining the depth of inspection needed and other matters, which could affect the airworthiness of the Aircraft, unless specified in the aircraft maintenance manual or other published literature.

Certifying persons are responsible for the recording of the maintenance or repair in an appropriate logbook or worksheet.

Certifying persons must ensure that applicable mandatory information, service bulletins/tech notes in the form of BGA publications or manufacturers information is available during the maintenance. Type certificate holder's non mandatory service bulletins should be assessed during maintenance and considered for embodiment if applicable.

General Inspection Standards

The general inspection standards applied to individual task inspections must meet the recommended standards and practices of the BGA and the organisation responsible for the type design and are normally published in the BGA AMP manual and maintenance manuals.

Inspection may be carried out without dismantling or component removal unless considered necessary or where required by this schedule or manufactures instructions.

Maintenance and inspections must be carried out in a suitable environment. Whilst it may be acceptable to carry out some minor inspection or replacement outside, the conditions must be assessed. Annual inspections, C of A renewals and repairs must be completed in a suitable hangar or workshop applicable to the tasks being completed.

All tools and equipment used for glider maintenance should be appropriate for the task and calibrated as necessary. BGA AMP Leaflet 2-2 gives guidance on facilities, tools and equipment.

Life limited Inspections and Components (including TBO and test periods)

Airworthiness life limitations overhaul or test period shall be those published by the Type Certificate or STC holder of the aircraft or component and take into account Airworthiness Directives or variations published by EASA, Competent Authority of the state of design or the BGA.

Airworthiness Directives

All applicable Airworthiness Directives published by the Type Certificate or Supplemental Type Certificate holder's state of design or EASA relating to an aircraft, engine, propeller, component and equipment shall be complied with and recorded in an appropriate logbook. The primary listing of Airworthiness Directives is that published by the state of design or EASA. The BGA Compendium of Airworthiness Directives may be referred to but the state of design AD list is the authoritative document.

Additionally, Aircraft under the control of the BGA, shall comply with all applicable BGA Mandatory inspections or modifications.

Modifications

Approved modifications which have been carried out to the aircraft, engine, propeller or equipment must be recorded in the logbook.

Duplicate Inspections

Any item of sensitive maintenance will require a duplicate inspection prior to release to service. Sensitive maintenance will include any Flight or Engine control disturbance or assembly of a critical point.

Duplicate inspections must be recorded in the appropriate logbook or on worksheets that form part of the maintenance records. Details of classes of person who may certify duplicate inspections on BGA controlled aircraft is to be found in the BGA Airworthiness Exposition.

Duplicate inspections must be completed and certified before flight and prior to releasing the aircraft back to service.

Log Books

Maintenance data is to be entered into an appropriate log book within 30 days of the event.

Flights and flying hours may be entered daily or in a maximum of 1 calendar month blocks and should be entered within 30 days of the end of the month block. In any event all flight data must be entered prior to any scheduled maintenance. Flight data may be entered annually provided a system exists where the flying records and totals are maintained separately and are available for inspection at any time.

Appropriate log books are for aircraft issued with:

EASA Airworthiness Certificate - CAA CAP398 Airframe Logbook

BGA Airworthiness Certificate - BGA GLIDER LOG BOOK.

Note. If using a BGA log book any conflict between the requirements of this schedule and the preamble in the BGA log book shall be overruled by the requirements of this schedule.

A separate Engine log book is not required for Self Sustaining Sailplanes. Engine inspections, maintenance and recording of any mandatory actions should be recorded in Airframe log book.

Certificates of Release to Service and Maintenance Certification

On CAA registered aircraft, on completion of any maintenance a Certificate of Release to Service (CRS) is required to be issued and duly certified by an appropriately authorised person in accordance with BGA Exposition 3.9.

On BGA registered aircraft maintenance must be certified in accordance with BGA Exposition 4.8.

Definitions and procedures for Pilot maintenance can be found in BGA AMP manual Leaflet 2-1, CAA publication CAP 520 and EU regulation 2042/2003 Appendix VIII.

Pilot maintenance must be recorded in the log book and certified using the pilots licence number or full name if unlicensed owner as authority.

Maintenance certification should be completed in accordance with BGA Exposition 3.8 or 4.9 as appropriate and BGA AMP manual 1-1 & 2-8.

Worksheets

The maintenance tasks in this schedule are in schedule format with a separate report form, BGA GMS report (BGA 267). The BGA GMS report (BGA 267) should be completed as a checklist and certification of the various maintenance tasks. If required, additional worksheets should be added to record any additional work such as non scheduled items and defect rectification.

The BGA GMS report (BGA 267) form and maintenance worksheets form part of the maintenance records and must be retained by the operator. If the aircraft operator changes the maintenance records must pass to the new operator. All maintenance records including log books must be kept for a minimum of 2 years from the aircraft being permanently withdrawn from service or scrapped.

Previous issues of the BGA 267 may be used for BGA registered, non powered gliders, until stocks are depleted. The Task description should be used for the certification item. Note: some tasks will be merged or separated. The certifying inspector is responsible to ensure all tasks are completed.

Certification of Maintenance

All maintenance must be certified as below:

Certification of maintenance and CRS, if required, for scheduled maintenance and minor repairs: A BGA Authorised Inspector with GL or SS ratings as appropriate.

Certification of maintenance and CRS, if required, for repairs (not major): A BGA Authorised Inspector with WR, CR, MR rating as appropriate.

Certification of maintenance and CRS, if required, for Major repairs: the above ratings plus Senior Inspector Authorisation.

Certificates of Airworthiness renewal recommendation: BGA Authorised inspectors GL rating.

Daily inspection (A check) and Limited Pilot/owner maintenance certification: Glider pilot who is the owner or part owner in a private syndicate. For club gliders the person must be authorised by the operating club or be a BGA Authorised inspector.

25 hour inspection certification: Glider pilot who is the owner or part of a private syndicate or a BGA Authorised inspector.

Pre-flight check: No certification is required.

Pilot Maintenance

Details of limited pilot maintenance are to be found in the BGA AMP manual Leaflet 2-1.

Pilot maintenance may be certified by the owner or part owner on gliders and self sustaining sailplanes used for private flight only.

For club owned aircraft the pilot must be a member of the club and authorised by the club committee of management to undertake and certify limited pilot maintenance.

Limited pilot maintenance is not permitted on aircraft used for any other purpose than private flying.

Maintenance Check Cycle

<u>Check title</u>	<u>Content</u>	<u>Period</u>
Daily Inspection	Check A	Prior to first flight of the day
Flying hour inspections	As defined by Type Design Organisation	
Annual inspection	Annual	12 months
BGA Airworthiness Certificate renewal	Annual	12 months
Airworthiness Certificate renewal	Mandatory compliance check 12 or 36 months – coincidental with the expiry of the Airworthiness Certificate	

Permitted Variations

<u>Task</u>	<u>Maximum variation</u>
Daily	None
Flying hour inspections up to 200 hours	10%
	Note: Airframe periodical (i.e. 1000 hr), and life extension inspections may not be extended without approval from the type certificate holder
Annual and BGA Airworthiness Certificate	1 month extension (BGA CTO authorisation only)
EASA Airworthiness Certificate renewal	None

Notes:

The Annual Inspection and Airworthiness Certificate renewal may be anticipated by a maximum of 62 days without loss of the continuity. If fully anticipated the next annual will be due 14 months from the completion of the inspection. Extensions are not required to be deducted from the next check period. A BGA inspector may authorise an extension to the 25 hour check. Extensions to Annual inspection must be authorised by the BGA Chief Technical Officer.

30 day Tickets - AIRCRAFT WITH A BGA AIRWORTHINESS CERTIFICATE ONLY

On completion of the BGA Airworthiness Certificate renewal the aircraft may be issued with a BGA 30 day ticket to allow the aircraft to fly whilst the documentation is processed. The 30 day ticket may be issued by an authorised inspector who is authorised to certify the preceding check. Only one 30 day ticket may be issued. A 30 day ticket is not required for the annual inspection or Airworthiness Certificate is still valid for 30 days or more if anticipated.

Section 2

Daily Inspection

Some tasks may not be applicable depending on the glider type, equipment installed and previous use. This DI is assuming that the aircraft has been rigged before flight and items such as batteries have been installed.

Task	Area	Details of the inspection
1	General	<p>Remove frost, ice, snow or water if present.</p> <p>Ensure that the interior of the aircraft is reasonably clean and free of clutter and rubbish.</p> <p>Ensure that all loose equipment is correctly stowed and accounted for.</p> <p>Review DI book or Technical Log to ensure previously reported defects are addressed.</p> <p>Review Aircraft Flight Manual for any specific inspection tasks.</p>
2	Wings	<p>Inspect skin/covering, flying controls, struts, fairing for obvious defects, damage and security.</p> <p>Inspect fitment and locking of main de-rigging points.</p> <p>Inspect fitment and locking of QR flying control and wing extension connections.</p> <p>Flying control cables and controls rods as visible for tension or operation.</p> <p>Inspect condition of wing joint sealing tape.</p> <p>Check water ballast drains for correct operation.</p> <p>Check drain holes clear.</p> <p>Inspect tip wheel/skid for damage, security and operation.</p>
3	Fuselage & Empennage	<p>Inspect skin/covering, flying controls, struts for obvious defects, damage and security.</p> <p>Inspect fitment and locking of tail de-rigging points.</p> <p>Check water ballast drains for correct operation.</p> <p>Check drain holes and static vents clear.</p> <p>Check Pitot/static or Total Energy probes for damage, security and ports clear.</p> <p>Check release hook(s) for damage and security. Carry out function check, including back release.</p>
4	Landing gear	<p>Inspect main, nose/tail wheels and tyres for wear, security, damage, correct extension, inflation and tyre creep.</p> <p>Inspect wheel brake for leakage and condition and fluid level.</p> <p>Check operation of wheel brake.</p> <p>Inspect Main/Tail Skid for damage and security.</p>
5	Cabin	<p>Check flying controls for operation and sense. Perform positive control check.</p> <p>Check flying control Bungee springs for damage, misalignment and security.</p>

	Cabin (cont.)	<p>Check seat, rudder pedal and any other adjustable control for operation and locking.</p> <p>Check battery is charged, correctly located and secure and connections are tight.</p> <p>Check instruments for readings consistent with ambient conditions.</p> <p>Check navigation and soaring equipment as appropriate.</p> <p>Inspect seat(s) and Harnesses. Check operation of QR release buckle.</p> <p>Check cushions including energy adsorbing cushions for condition and security.</p> <p>Check oxygen quantity for intended flight is sufficient and bottle is secure. Check mask is clean and secure.</p> <p>Check all markings and loading placards are present and legible.</p> <p>Check for correct ballast weights properly installed and secured.</p>
6	Canopy	<p>Check canopy for damage, security and cleanliness.</p> <p>Clean canopy if necessary. Use soft cloth, NOT paper towel.</p> <p>Inspect jettison controls for inadvertent operation.</p> <p>Check Direct Vision window for operation and cleanliness.</p> <p>Check slip wool is present and is in a satisfactory condition.</p>
7	Powerplant	<p>With engine raised or cowlings open;</p> <p>Inspect engine, accessories and engine bay as visible for damage, security, and signs of overheating or leaks.</p> <p>Inspect propeller blades, hub and folding device for damage and security.</p> <p>Check engine controls and switches, carry out self test if installed.</p> <p>Check lubricating or additive oil quantity.</p> <p>Check fuel tank water drain.</p> <p>Check sufficient fuel quantity of correct grade/mix for intended flight. Filler cap tight.</p> <p>Check fuel filter if external inspection is possible.</p> <p>Check coolant level.</p> <p>Inspect air intake and filters.</p> <p>Inspect Exhaust system for damage, security and evidence of leaks.</p> <p>Retract engine or close cowlings and check secure.</p>
8	Personal Equipment	<p>(It is recommended to include the following items in the DI)</p> <p>Check parachute for condition, signs of tampering and packing date expiry.</p> <p>Check GPS, Barograph or flight logger is on board aircraft and serviceable.</p> <p>Check drinking water, hat, gloves, maps & charts, task details etc.</p> <p>Check personal relief bottle/tube is ready for use.</p> <p>Water ballast uplifted.</p>

Section 3

Section 3 is reserved for future developments

Section 4

Maintenance Schedule - Annual and Star Annual (Airworthiness Certificate renewal) Inspection

Task Item	Description	Inspection detail	Operation
Tasks 1 to 62 applicable to all aircraft, also see Tasks 90 to 100 (for Self Sustaining Sailplanes also include tasks 63 to 89)			
All applicable tasks to be certified on BGA GMS Report (BGA 267)			
0	All Tasks General	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 manufacturers maintenance manual must be used for specific maintenance instructions. The aircraft must be clean prior to starting inspections.	-
1	Fuselage Paint/Gelcoat	Inspect external surface and fairings, gel coat, fabric, and paintwork. Check that registration marks are correctly applied. Ensure compliance with airworthiness notice No. 20 Fabric Inspection	Insp/chk
2	Fuselage structure	Check frames, formers, tubular structure, skin and attachments. Inspect for signs of corrosion on tubular framework.	Insp/chk
3	Nose Fairing	Inspect for evidence of impact with ground. Inspect nose tow release unit and aperture.	Insp/chk
4	Rudder	Check rudder assembly, hinges, attachments, balance weights.	Insp/chk
5	Pot Pitot/Ventilator	Check alignment of probe, check operation of ventilator	Insp/chk Op/chk
6	Centre section fairing	Inspect for security, damage and condition.	Insp/chk
7	Wing attachments	Inspect the wing structural attachments. Check for damage, wear and security. Check for rigging damage. Check condition of wing attachment pins	Insp/chk
8	Canopy, locks, jettison	Inspect canopy and 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.	Insp/chk Op/chk
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. Ensure that all seat adjusters fit and lock correctly.	Insp/chk Op/chk

10	Cleaness / loose article check	Check under cockpit floor/ seat pan and in rear fuselage for debris and foreign items	Insp/chk
11	Front Skid/Nose Wheel & mounts	Inspect for evidence of hard/heavy landings. Check skid wear. Inspect wheel, tyre and wheel box. Check tyre pressure	Insp/chk Service
12	Mainwheel & Brake assembly	Check for integrity of hydraulic seals and leaks in pipe work. Check life of hydraulic hoses and components if specified by manufacturer. Remove brake drums, Check brake lining wear. Check disk/drum wear. Refit drum. Check brake adjustment. 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	Insp/chk Service
13	Undercarriage suspension	Check springs, bungees, shock absorbers, and attachments. Check for signs of damage. Service strut if applicable.	Insp/chk
14	Undercarriage retraction system	Check retraction mechanism and controls, warning system if fitted, gas struts, doors and linkages/springs, over centre/locking device. Perform retraction test.	Insp/chk Op/chk
15	Tail skid / wheel	Inspect for evidence of hard/heavy landings. Check skid wear. Inspect wheel, tyre and wheel box. Check bond of bonded skids. Check tyre pressure	Insp/chk Service
16	Release hooks	Inspect nose and C of G release hooks and controls Check operational life. Carry out operational test. If more than one release hook or control is fitted check operation of all release hooks from all positions.	Insp/chk
17	Harnesses	Inspect all harnesses for condition and wear of all fastenings, webbing and fittings. Check operation of release and adjustments. See BGA AMP manual Leaflet 4-8. On gliders used for private flight only – seat harnesses may be lifted on condition provided there is no Airworthiness Directive mandating replacement.	Insp/chk Op/chk
18	Rudder pedal assemblies	Inspect rudder pedal assemblies and adjusters.	Insp/chk
19	Rudder control circuit & stops	Inspect rudder control rods/cables. Check that control stops are contacting and secure. Pay particular attention to wear and security of liners and cables in "S" tubes	Insp/chk
20	Elevator control circuit & stops	Inspect elevator control rods/cables. Check that control stops are contacting and secure. Inspect self connecting control devices.	Insp/chk
21	Aileron control circuit & stops	Inspect aileron control rods/cables Check that control stops are contacting and secure. Inspect self connecting control devices.	Insp/chk
22	Trimmer control circuit	Inspect trimmer control rods/cables. Check friction/locking device.	Insp/chk

23	Air brake control circuit	Inspect air brake control rods/cables. Check friction/locking device (if fitted) Inspect self connecting control devices.	Insp/chk
24	Wheel brake control circuit	Inspect wheel brake control rods/cables. If combined with air brake ensure correct rigging relationship. Check parking brake operation (if fitted)	Insp/chk
25	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. Check operation of all installed equipment as possible i.a.w. Manufacturers instructions.	Insp/chk Op/chk
26	Pitot/static system	Inspect pitot probes, static ports all tubing (as accessible) for security, damage, cleanliness, and condition. Drain any water from condensate drains.	Insp/chk Service
27	ASI Calibration	Carry out calibration of the airspeed indicator (in situ permissible) i.a.w. manufacturers instructions (Use manufacturers limits. If Not avail. Max error 2 knots)	Op/chk
28	Altimeter datum	Check barometric sub scale. (max. error 2 Mb)	Insp/chk
29	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.	Insp/chk
30	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. See BGA AMP manual leaflet 4-9.	Insp/chk Service
31	Oxygen systems	Inspect oxygen system. Check bottle hydrostatic test date expiry i.a.w. Manufacturers recommendations. Ensure that bottle is not completely empty (200psi min) refill with aviators oxygen only. Clean masks and regulators with approved cleaning wipes. Ensure that oxygen installation is recorded on weight and C of G schedule. CAUTION: OBSERVE ALL SAFETY PRECAUTIONS	Insp/chk Service
32	Radio installations and placards	Check radio installation, microphones, speakers and intercom if fitted. Check that call sign placard is installed. Carry out ground function test. Record type fitted.	Insp/chk
33	Radio frequency check	48-month frequency tolerance check.	Insp/chk
34	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.	Insp/chk

35	Colour coding of controls	Ensure that controls are colour coded and in good condition, as follows; Tow release: Yellow Air Brakes: Blue Trimmer: Green Canopy normal operation: White Canopy jettison: Red Other controls: clearly marked but not using any of the above colours	Insp/chk
36	Equipment stowed in centre section	Check for security and condition. Check validity of any safety equipment. Check manufacturers and NAA (if required) data plates	Insp/chk
37	Wing struts/wires	Inspect struts for damage and internal corrosion. Re-inhibit struts internally every 3 years or in accordance with manufacturers instructions.	Insp/chk
38	Drag chutes & controls	Inspect chute, packing and release mechanism. Check repackaging date.	Insp/chk
39	Water ballast system	Check water ballast system, wing and tail tanks as fitted. Check filling points, level indicators, vents, dump and frost drains for operation and leakage. If loose bladders are used check for leakage and expiry date as applicable.	Insp/chk
40	Tailplane and elevator	With tailplane de-rigged check tailplane and attachments, self connecting and manual control connections,	Insp/chk
41	Left wing	Check mainplane structure externally and internally as far as possible. Check gel coat or fabric covering. Check registration marks are correctly applied Ensure compliance with airworthiness notice No. 20 Fabric Inspection	Insp/chk
42	Left wing controls	Inspect aileron and Flaperon assemblies, hinges, control connections, springs/bungees, tapes and seals. Ensure that seals do not impair full range of movement.	Insp/chk
43	Left air brake/spoiler	Inspect air brake/spoiler panel(s) operating rods, closure springs, and friction devices as fitted.	Insp/chk
44	Left Flap	Check flap system and control. Inspect self connecting control devices.	Insp/chk
45	Right wing	Check mainplane structure externally and internally as far as possible. Check gel coat or fabric covering. Check registration marks are correctly applied Ensure compliance with airworthiness notice No. 20 Fabric Inspection	Insp/chk
46	Right wing controls	Inspect aileron and Flaperon assemblies, hinges, control connections, springs/bungees, tapes and seals. Ensure that seals do not impair full range of movement.	Insp/chk
47	Right air brake/spoiler	Inspect air brake/spoiler panel(s) operating rods, closure springs, and friction devices as fitted.	Insp/chk
48	Right Flap	Check flap system and control. Inspect self connecting control devices.	Insp/chk
49	Bonding/vents/drains	Check all bonding leads & straps. Check all vents and drains are clear from debris.	Insp/chk
50	Lubrication	Lubricate aircraft in accordance with manufacturers requirements	Lub

51	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. BGA Number on fuselage for BGA registered aircraft.	Insp/chk
52	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, Manufacturers mandatory check list (if available).	Check Record
53	Manufacturers recommendations and life inspections	Review manufacturers maintenance schedules for the airframe to establish if any additional work, servicing or preservation action is required (enter in tasks 90 to 100) Check airframe life inspection status (3000 hour inspections etc)	Insp/chk
54	Control deflections & free play	Check and record range of movements and cable tensions (if specified) check free play.	Insp/chk
55	Duplicate inspections	Record each item requiring a duplicate inspection on an additional worksheet and complete prior to releasing aircraft back to service.	Insp/chk
56	Weighing	Review weighing record to establish accuracy against installed equipment Check date of last weighing (Maximum period for re-weigh is 8 years or after painting) See AWN 38 and BGA AMP manual Leaflets 4-1 & 4-2. If reweigh or amendment - forward copy of report to BGA	Insp/chk
57	Speed/weight/ manoeuvre placard	Check placard is correct and legible and accurately reflects the status of the aircraft	Insp/chk
58	Hours	Hours at this inspection	Record
59	Launches	Launches at this inspection	Record
60	Modifications	Review Log Book and verify that any modifications incorporated since last Airworthiness Certificate renewal have been approved and correctly embodied and recorded	Check
61	Log book	Complete log book entry. Ensure that all flying records are entered and up to date.	Record
62	Flight manual	Verify that the Aircraft Flight Manual or Operating Handbook is at the latest revision.	Check
Tasks 63 to 89 are only applicable to Self Sustaining Sailplanes			
63	Engine pylons & mountings	Inspect engine and pylon installation. Check engine compartment and fire sealing. Check compliance with Airworthiness Notice 40 carbonmonoxide contamination	Insp/chk
64	Gas strut	Check gas strut.	Insp/chk
65	Pylon/engine stops	Check limit stops on retractable pylons. Check restraint cables	Insp/chk
66	Electric actuator	Inspect electric actuator, motor, spindle drive and mountings	Insp/chk

67	Electrical wiring	Inspect all electrical wiring. Pay special attention to wiring that is subject to bending during extension and retraction of engine/pylon.	Insp/chk
68	Limit switches	Check operation of all limit switches & strike plates. Ensure not damaged by impact.	Insp/chk
69	Fuel tank	Check fuel tank mountings and tank integrity. Check fuel quantity indication system if fitted.	Insp/chk
70	Fuel pipes & vents	Check all fuel pipes especially those 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	Insp/chk
71	Fuel cock or SOV	Check operation of fuel cock or shut off valve & indications	Op/chk
72	Fuel pumps and filters	Clean or replace filters as recommended by manufacturer Check operation of fuel pumps for engine supply or tank replenishment Check fuel pump controls and indications	Insp/chk
73	Decompression valve	Inspect decompression valve and operating control	Insp/chk
74	Spark plugs	Carry out spark plug service. It is recommended to replace spark plugs at annual intervals	Service
75	Harnesses & Magneto	Inspect low tension and high-tension wiring, connectors, spark plug caps. Check magneto to engine timing. Check impulse coupling operation.	Insp/chk
76	Propeller	Inspect propeller, hub, folding mechanism, brake, pitch change mechanism, stow sensors. Check overhaul period. Manufacturers TBO must be observed if specified.	Insp/chk
77	Doors	Check engine compartment doors, operating cables, rods and cams.	Insp/chk
78	Safety springs	Check all safety and counterbalance springs.	Insp/chk
79	Extension and retraction	Check extension and retraction operation times are within limits specified by manufacturer. Check light indications and interlocks for correct operation	Op/chk
80	Exhaust	Inspect exhaust system, silencer, shock mounts and links.	Insp/chk
81	Engine installation	Inspect engine and all accessories. Carry out compression test and record results.	Insp/chk
82	Lubrication	Change engine oil and filter. Replenish oil and additive tanks.	Service
83	Engine instruments	Inspect all engine instruments and controls. Check control unit, mounts, bonding and connections. Carry out internal self test if fitted.	Insp/chk
84	Engine battery	(if separate to airframe battery) Inspect battery and mountings. If main fuse is fitted check rating and condition.	Insp/chk
85	Engine battery	Carry out capacity test. See BGA AMP manual leaflet 4-9.	Insp/chk
86	Placards	Check all placards in accordance with flight manual and are legible.	Insp/chk
87	Oil and fuel leaks	With the engine fully serviced check the fuel and oil system for leaks	Insp/chk

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. State of design Type certificate and STC holder AD list, BGA Compendium, BGA Technical News Sheet, BGA Mandatory inspections, Manufacturers mandatory check list (if available).	Insp/chk
89	Manufacturers recommendations	Review manufacturers maintenance schedules for the engine/propeller to establish if any additional work is required (enter in tasks 90 to 100) Where a recommended engine TBO is specified, On gliders used for private flight only – Engines may be lifed "on condition" provided there is no Airworthiness Directive mandating replacement or overhaul.	Insp/chk
Tasks 90 to 100, Additional maintenance tasks not included in schedule (Complete as required. If necessary use additional sheets)			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			

Notes and useful information:

(Use this page to note servicing information, contact addresses for spares etc. Any data should be reviewed periodically to ensure accuracy)

Section 5

Glossary of terms.

AMP	BGA Aircraft Maintenance and Procedures Manual	MR	BGA Inspector Metal rating
ARC	Airworthiness Review Certificate	NAA	National Airworthiness Authority (CAA)
AWN	Airworthiness Notices – CAA publication	N/A	Not applicable
BGA	British Gliding Association	Op.	Operational
CAA	Civil Aviation Authority	QR	Quick release
CAP	CAA Publication reference	RTO	Regional Technical Officer
Cat.	Category	SOV	Shut Off Valve
Chk.	Check	SSS	Self Sustaining Sailplane (turbo)
C of A	Certificate of Airworthiness	TBO	Time between overhauls
CRS	Certificate of Release to Service	TNS	BGA Technical News Sheet
CR	BGA Inspector Composite rating	WR	BGA Inspector Wood rating
CTO	Chief Technical Officer – BGA		
DI	Daily Inspection		
EASA	European Aviation Safety Agency		
EU	European Union		
GL	BGA Glider inspector	Task Operations	
GMS	Glider Maintenance Schedule	Insp/chk	Inspection and check
GPS	Global Positioning System	Op/chk	Operation check or test
I.a.w.	In Accordance With	Lub	Lubrication as per manufacturers recommendations
Insp.	Inspection	Record	Record data requested on BGA GMS report
		Service	Service as per manufacturers recommendations
267	BGA GMS Report form	Issue	Issue document as required