

Issue 1-2015

Date: 26/02/2015

Airworthiness Information

Aircraft

1 Puchacz Rudder system reinforcement Proposed AD Advisory

<http://ad.easa.europa.eu/ad/15-003>

This is a proposed AD that the BGA advises is accomplished before it becomes mandatory

2 All Schleicher wooden gliders in BGA 042/07/2004 issue 4 Mandatory

<http://old.gliding.co.uk/bgainfo/technical/inspections/042-07-2004-issue-4.pdf>

Recent reports of failed critical Kaurit glue joints in Schleicher K series gliders between 5 year (now 3 years) **BGA** inspections requires all Kaurit glue joints to be identified, inspected and BGA informed.

Engines

3 Solo 2625-02 Engine in various SLMG EASA AD No.: 2014-0269 Mandatory

<http://ad.easa.europa.eu/ad/2014-0269>

4 All Robin series EASA AD No :2014-0225R1 Mandatory

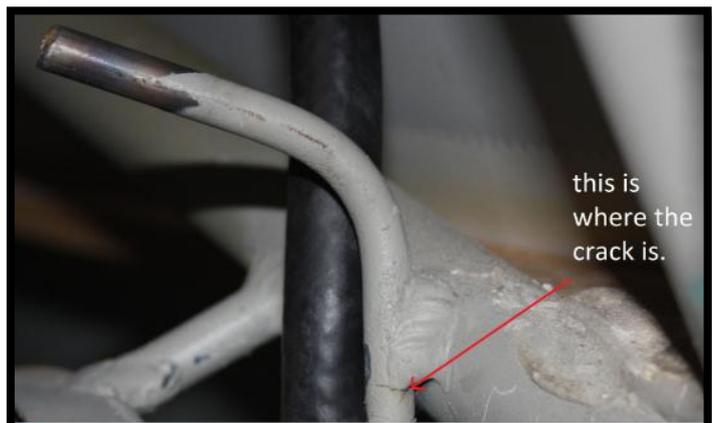
<http://ad.easa.europa.eu/ad/2014-0225R1>

5 SF25c fuel line crack and leak Advisory

This was a well-spotted problem found on a high time (more than 5000 hours) Rotax Falke.

It is a small crack in the welded steel tube near the fuel tank.

Reported by Stuart Clay



General Information

6 ASW 20f, ASW20, ASW22 and ASH25 and possibly others

Advisory

Rotten ribs, metal corrosion and seized bearings in push rod rollers in wings. This has been found on quite a few BGA gliders over the years. It appears to be more likely a problem on gliders left outside a lot. A boroscope through the trailing edge root rib hole during annual is strongly advised. The only fix is to cut holes to gain access to fix the problem.

Photos Derek Taylor



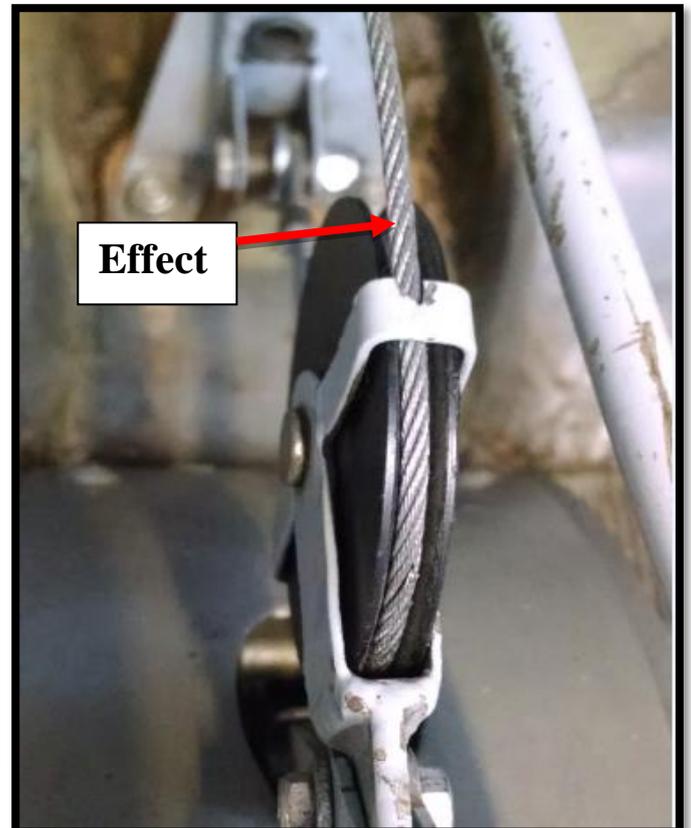
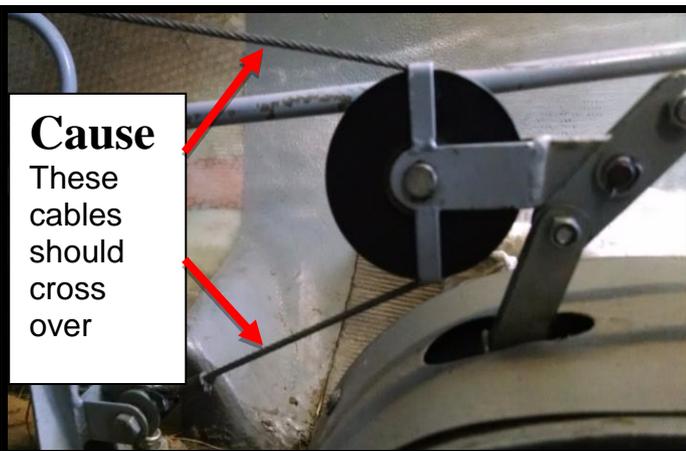
7 ASK21

Advisory

Incorrect routing of aerotow release hook cable found at annual caused the cable to start sawing through the pulley cage.

A number of gliders have cables that cross over by design.

The maintenance manual or a picture taken before disassembly are ways of helping preventing this.



Photos by Roger Targett

8 Puchacz broken airbrake gearbox cog. Does apply to others SZD types. **Advisory**

This is why you need to inspect most SZD brake gearbox cogs very carefully at every annual.

Any sign of cracks and they must be replaced.

Photo by Derek Taylor



9 Unapproved Modifications

This was part of a home designed U/C warning system! Most likely fitted by a well meaning owner.

Nyloc nut not in safety, the key could potentially rotate and jam the U/C.

If you ever see anything like this, then you must remove it, no matter what the owner wants.

Advisory



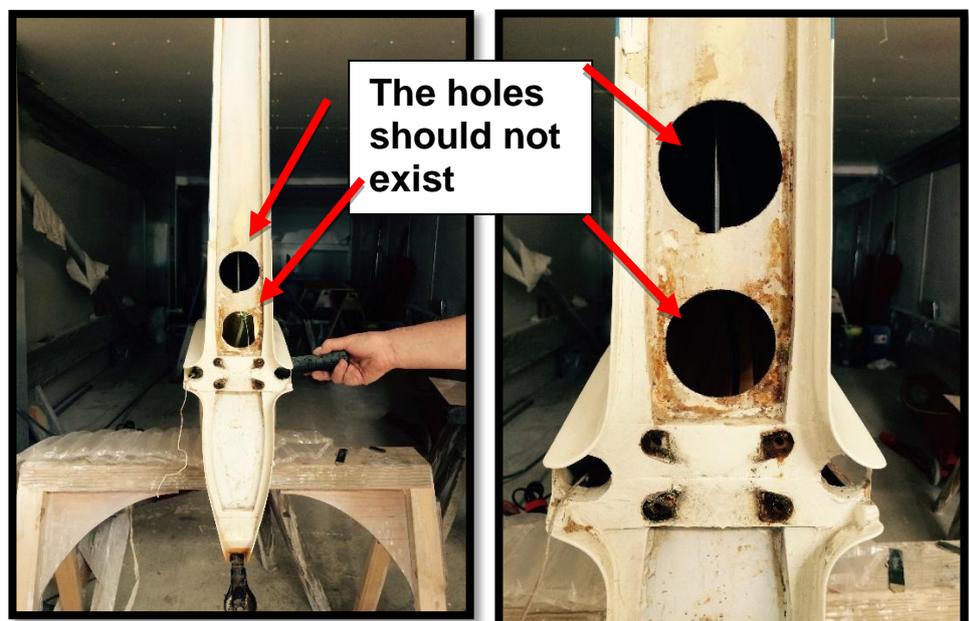
10 Holes cut in fin spar shear web

This was found during the revision 4 glue inspection upon removing a foam rubber seal covering the sternpost.

At some point in the past the holes were cut in order to fit an aerial into the fin.

Obviously a totally unapproved mod that now requires a repair.

Advisory



11 Puchacz mouse damage**Advisory**

The mice really made a meal of this wooden frame. Gliders, whether in trailers or hangars, are all susceptible to mouse infestation.

Photo Dave Mason

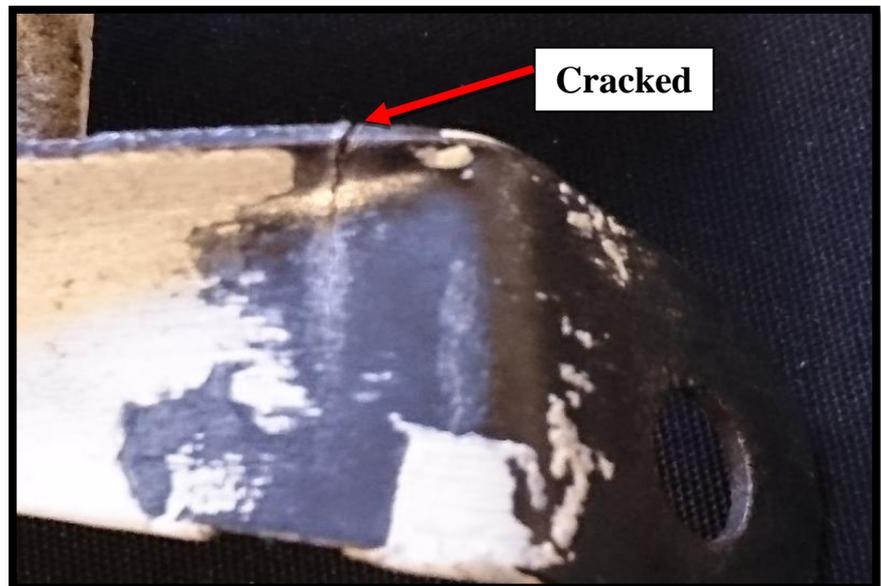
**12 All Schleicher wooden gliders lower rudder hinge, reported cracks****Advisory**

This is not a new issue but a good reminder to always take the rudder off at annuals to look for cracks on the hinge (and at the condition of the sternpost).

These cracks are on the back face of the hinge, so not so easy to inspect as it is close to the sternpost.

If cracked do not repair. New hinges are available from the agent.

Photo Peter Benbow

**13 Libelle 201 but could apply to many other types****Advisory**

A bent axle that is very close to failure. A good reason why you should always take the wheels out at every annual.



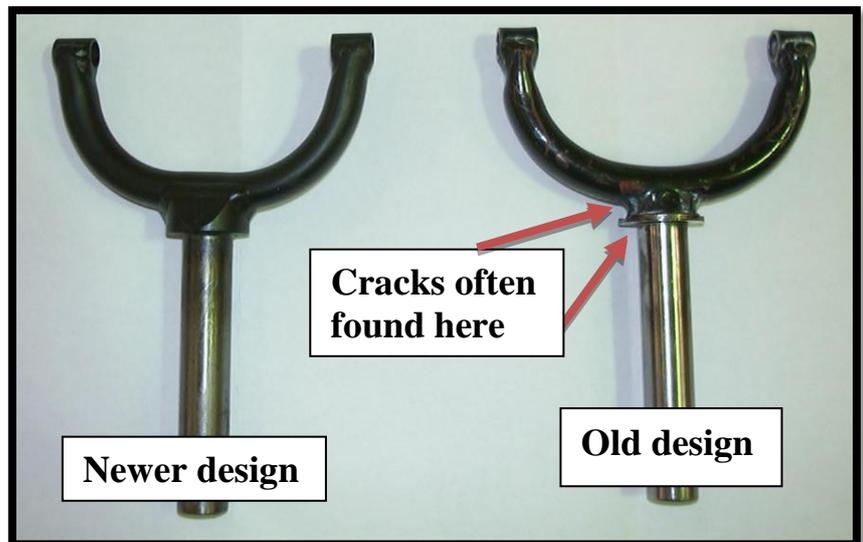
Photo George Sanderson

14 Slingsby Kestrel rudder drive fails annual NDT inspection**Advisory**

Cracks in Slingsby Kestrel rudder drive arms. Glasflügel Kestrels (on which the Slingsby Kestrel design is based) had to replace their rudder drive arms for stronger ones in 1987. That replacement mandate was not applied to Slingsby Kestrels as most Slingsby arms are different to the Glasflugel ones, in as much they are Imperial rather than metric.

If yours is cracked or you want to change it for a stronger arm, the only new one is built by Streifly in Germany <http://www.streifly.de/service-e.htm>

But they do not fit without a lot of work. This is not a small job, as you have to convert all the fittings at the lower rudder hinge to metric as well as fill the rudder drive hole with a Resin/PTFE/Marble flour mix. This can all be bought from Streifly.

**15 Slingsby T.30A Prefect and most other Slingsby wooden gliders.****Advisory**

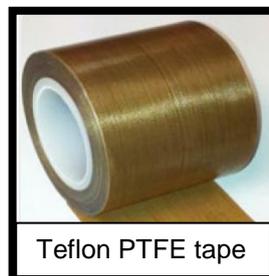
We have had a report of a cracked sternpost and wood separation caused by overload when the rudder stops were either poorly adjusted and or not installed after a rebuild.

16 Tape shrinkage causing control restrictions most types**Advisory**

Some Tessa fabric type tapes and a few other types are shrinking too much between annuals. This can cause control restrictions. Frustratingly some maintenance manuals mandate this specific tape.

You must change Tessa fabric type tapes every year or earlier if the shrinkage is excessive (see image).

You might consider using wide Teflon PTFE tapes instead; they appear to be less prone to shrinkage. They become translucent after few days of U/V exposure.



Teflon PTFE tape



Shrinkage is excessive. This tape needs changing

Compliance Statement:

All mandatory inspections and modifications have been included up to the following:
CAA CAP 455 Airworthiness Notices, Withdrawn. See CAP 562 and CAP 747.
CAA CAP 747 Mandatory Requirements for Aircraft, issue: 3 amendment: 2014/2
State of Design Airworthiness Directives review date: 26/02/15

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 15-04
EASA Airworthiness Directives review date: 26/02/15
EASA Airworthiness Directives Bi-weekly issue: 04
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 GMP, Issue 1, amendment 2

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