



British Gliding Association
Aircraft Inspection

Recommended

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| Number: BGA 041/06/2004 | Issue: 1 |
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Date: 29 June 2004

- Subject:** Seat back, lower adjustment.
- Applicability:** Schempp-Hirth Ventus 2c and 2cT.
Not applicable to later gliders with spring loaded bolt type of seat adjuster.
- Accomplishment:** As soon as possible and at C of A inspection
- Reason:** To help prevent unlatching of pilots seat back lower adjuster in unusual seating positions.
- Instructions:**
1. Remove the seat cushions.
 2. Inspect the lower seat back adjustment retention springs and arrow head pins for signs of wear and distortion.
Note: the springs are fitted on the underside of the seat base and are visible through the keyhole slots.
 3. Engage the seat back in the keyhole slots and ensure that a positive action is required to latch and un-latch the seat back in each seat position. (The minimum force to engage or disengage the pins is not defined)
 4. Repeat with the seat cushions in place.
 5. If a positive action is not achieved, investigate cause.
Possible causes – Worn, distorted or missing springs, Arrowhead pins worn on seat back, Seat cushions preventing full engagement.
 6. Damaged or worn springs or pins must be replaced
 7. If retention springs are not fitted see BGA Recommended Modification BGA 040/06/2004.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.
Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector.
Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot.
Alternative methods of compliance will be considered providing an equal level of safety is accomplished. Contact BGA for authorisation.