



British Gliding Association
Aircraft Inspection

Mandatory

Number: 045/07/2005	Issue: 1
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Date: 13 July 2005

- Subject: Elevator trim tab
- Applicability: Schleicher Ka2, Ka2b, K6, K7, K7 conversions, K8, K9, ASK13, ASK18.
- Accomplishment: Before 15 August 2005.
- Reason: Glue failure causing detachment of end rib and control horn from elevator tab resulting in free floating tab that induced elevator flutter.
- Instructions: Gain access to the elevator tab inboard end rib. On some installations it may be necessary to remove a small amount of fabric and/or paint to gain access.
Inspect the tab end rib joint for any signs of dis-bonding.
Apply gentle side forces to tab control horn and inspect for any looseness or gaps or dis-binding between the rib and tab surfaces that might indicate glue failure.
Any defects must be investigated, reported to the BGA and rectified before flight.
Restore any paint or fabric removed for the inspection.
Record findings and compliance in glider log book.

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.