

1.0 MORE AIRWORTHINESS 'AGGRO'

- 1.1 Libelle, Club Libelle and Hornet - Incorrect Tailplane Rigging I.T.A. Directive 75/168 and Technical Notes 201/20, 205/6, 206/1 and 301/30 draws attention to inadvertent miss-rigging of the tailplane, and requires replacement or mod action. All B.G.A. registered owners have been notified. AD is attached herewith. B.G.A. Technical Committee require compliance at the discretion of owner/operator/inspector, if difficulties leading to an unairworthy situation become evident. (Please add to Mandatory List).
- 1.2 Libelle 201B. Restricted Rudder Travel. Nylon Sleeve on Rudder pedal cables in Metal tubes on the Rudder pedals have become displaced, possibly when re-adjusting rudder pedals. Re-secured with Araldite. (Please add to Mandatory List). Likewise, metal conduits for rudder cables have also become loose, (TNS/8/73). Ref. C.R.Hodnett, Kent Gliding Club.
- 1.3 Club Libelle 205. 'Reduction of angle of attack on T/O' Tech. Note 206-7E (Main Gear) and 205-8E (Tailwheel), introduce revised u/c geometry. Has been incorporated in Ship 66 and in Nos 125 and subsequent second hand imports to be checked. (Add to Mandatory List).
- 1.4 Club Libelle - Undercarriage Shockstrut. A case has occurred in the UK, of failure of the mainwheel yoke assembly and bending off the ram of the sealed - unit shock - strut. There is evidence that this unit has inadequate energy absorbing capability, and should be inspected for deformation after only modestly hard-landings.
- 1.5 Kestrel T69 A,B,C,D,E & F. Rudder Cable Inspection. SSK T.I. No 77 (herewith) requires daily inspection of Rudder Cables at the Rudder Pedals, following a recent fatal accident (Add to Mandatory List).
- 1.6 Rhonlerche II Control Stick Weld Failure. LBA AD 75-166 (herewith) requires inspection of welds below cockpit. (Add to Mandatory List).
- 1.7 Caproni A21/A21s. AD 75-141-A21-4 has been revised. Vne restricted to 108 knots and daily inspection for excessive play in aileron control system, to avoid flutter.
- 1.8 Pirat. Swaged Control Rod Ends have worked loose in UK machines. Control ends and complete systems to be checked for evidence of this fault. (Add to Mandatory List) (Ref. R. Tetlow, Cranfield Gliding Club).
- 1.9 Pirat. Airbrake Control Bracket Failure caused inability to retract air-brakes. Bracket failure on fuselage bulkhead supporting bell-crank level created bolt-head interference. Bracket remanufactured in M/S (Ref. Ted Shreeve, Lasham).
- 1.10 B.G.135 - Tailplane Spigots have become loose and displaced. Re-secure with LOCK-TITE. (Add to Mandatory List).
- 1.11 B.G. 135 Main u/c attachment. Rivets may have been omitted in tube between u/c and bulkhead. (Add to Mandatory List).
- 1.12 Pilatus B.4 (Drag-Spar Bushes, have fallen out, and gliders have been rigged and flown without bushes. Security of bushes to be checked on C of A renewal (Add to Mandatory List).
- 1.13 Standard Cirrus control ball-joint failure, in airbrake system. Failure due to overloading of the control rod-end, possibly due to maladjustment, resulting in assymetric operation of airbrakes. Could apply to other applications.
- 1.14 T.21B Aileron Control Stick Interconnection. Further heavy-boot failures of plug-ends at thread-ends, have been reported.

- 1.15 Gliders Type Air 100 - 102 Bureau Veritas AD 75/62 applies to failure of bolt in attachment fitting on rear frame. Second-hand imports only would be involved. Nil on UK Register at this time.
- 2.0 GENERAL MATTERS
- 2.1 Kestrel Flap Flutter. Cases of apparent flap-flutter are likely to be caused by the air-brake caps lifting slightly. Can be rectified by increasing cap spring tensions. (Ref. D. Piggott / Ken Frupp - Lasham.)
- 2.2 Blanik - Tost Hooks Bulletin L13/039 requires overhaul at 2000 launches or three years on belly-hook. B.G.A. requires in situ detailed inspection at C of A renewal, and replacement as required thereby.
- 2.3 Blanik Aileron Push-Rod End - bent, prior to serial No. 024730. Bulletin L13/037 requires inspection for damage adjacent to aileron, due to repeated contact between aileron and the ground.
- 2.4 Blanik Rudder Cable failures. Manufacturer has advised Peter Clifford Aviation that UK cable failures have been caused by friction between cable and the cable guards, due to slack cables! B.G.A. regard this diagnosis as most improbable, after more than 12 years satisfactory operation on some 50 gliders! Cables should be tensioned in accordance with Bulletin L13/030.
- 2.5 Blanik Premature Aero-Tow Cable Release. Numerous cases have been reported over several years:-
 - a) Foot operation by front-seat passenger.
 - b) Hook tongue requires adjustment (TNS 4/75).
 - d) Locking torque reduced by leaf-spring failure in nose-hook mechanism. Should be checked/replaced at C of A renewals (Ref. P. Ward, Derby and Burton Gliding Club).
- 2.6 Blanik Top Rudder Bearing Bracket Failures have been reported in UK allowing rudder to become detached from bottom bearing. Bulletin L13/034 refers. (TNS 5/6/75 refers).
- 2.7 Non-Standard / Sub-standard Repairs to Wooden Gliders. Several cases have recently been reported, in one case structural failure occurred in ground-handling accident. In the latter case no Log Book entry existed by which to crucify the perpetrator! Why bother with non-standard repairs when well documented and proven repair schemes exist in AP2662, C.A.I.P. Leaflets, 'Standard Repairs' etc.
- 2.8 Repairs to G.R.P. Spar Caps. B.G.A. have received a reply from German L.B.A. authorising certain types of repairs on specific types of gliders. B.G.A. will not accept for UK Certification, major repairs unless they comply with manufacturer's documented repair schemes, or have airworthiness authority approval.
- 2.9 Tost Wheel Brake and Back Plates (K.13) Doncaster Sailplane Services have improved type available, to reduce torque lug failures. Installing a wheel-brake system independent of the air-brakes, may well remove the cause of failures i.e. landing with the brake 'ON', Good class motor cycle brake cable assemblies may be incorporated.
- 2.10 IS28B/IS29D Modification and Inspections TNS 5/6/75 should be amended to eliminate monumental fumble by C.T.O.

IS28Bz Mods/Inspections are; drain holes, rudder pedal fouls seat, airbrake/trimmer control interference, elevator fouls in fin, aileron/elevator shrouds foul, rudder top fairing fouls fin, tail-fairing fouls base of rudder.

IS29D checks include tailplane mass balance attachment; cable attachment at Pilot's hook release, tow-hook fairing fouls rings, rudder cable attachment at Rudder horn too tight, guards required on rudder cable quadrants. Placards required adjacent to Rigging-Pins.

2.11 New Types Certificated by B.G.A. include:- AV36 (Flying Wing). PIK 20, SD3-B-15. Please add to list.

2.12 PIK 20 - the following bulletins have been received from CAA:-

- M1 - (Serial No 2004-20011). Mod to stabiliser front fitting.
- M2 - Introduces fireproof a/c data plate.
- M3 - Elevator quick connector to be secured with Fokker Pin.
- M4 - Check security of plastic cover of u/c operating lever, and that locking pin moves freely.
- M5 - (No's 20004 - 20058) check for jamming between elevator and stabiliser shroud.
- M6 - (No's 20004 - 20058) Rudder cable worn in contact with flap-drive operating geared-rod.
- M7 - (No's 20004 - 20058) Locking knob of the flap-drive crank has been found to be inadequate.

BGA/10/75 Check Tow Ring Clearance is adequate in hook fairing.

BGA/10/75 Bonding Protection is not installed in PIK 20's so far and is required by B.G.A. for cloud-flying certification. (Please add to Mandatory List).

PIK20 Bulletins Should be obtained from the UK Distributor, John Hulme, Bottisham, Cambridge.

2.13 Radio Station Approvals. TR 7302 airborne equipments serial No 301 - 325 from H.T. communications, P.O. Box 4, Sunbury - on - Thames are C.A.A. approved.

2.14 Club Libelle 205 Technical Note 205-9E incorporated in ship 66 and 125 onwards, increases head room for tall pilots!

3.0 TUG TOPICS

Chipmunk Electric Starter Kits - 12 Jaw Type, are available from Tony Letts c/o London Sailplanes, Dunstable, Beds.

3.2 Chipmunk Batteries (RAF Type VPT-12-19-25) are available from Varley Batteries of Barking, Essex (01.594-3346).

3.3 Chipmunk Propellers . Hawker-Siddeley mod H.314 has been approved, to install Hoffman wooden propeller and steel ballasted back-plate and spinner assembly.

3.4 Lycoming Cylinder Repairs. Cracked cylinder heads and damaged barrells may be repairable. Contact Mike Hudson, Chrome-Plate Inc. Oxford Airport, Kidlington, Oxon. Kidlington 4321.

OCTOBER, 1975.

R. B. Stratton.
Chief Technical Officer.

P.S. Please note that Inspectors Fees of £3.30 were due on 1st October, for the year 1975/76. Please remit this amount to the B.G.A. Office as soon as possible to ensure that your name remains on the mailing list.

(1)

Airworthiness Directive

LTA-No. 75-168 Glasflügel Affected sailplane models:

Date of issue:

July 25, 1975

H 301 and H 301B Libelle (German type certificate No. 251);
s/n. 2 and subsequent (however s/n. 2 through s/n. 85 only if the elevator actuator bracket has welded assembly guides instead of screwed ones).

Standard Libelle and Standard Libelle 201B (German type certificate No. 251);
all serial numbers.

Club Libelle 205 (German type certificate No. 304); up to s/n. 107.

Subject:

Reinforcement of the elevator assembly guides.

Reason:

Careless assembly of the tailplane caused damage of elevator assembly guides, resulting in a possibly improper assembly of the tailplane and loss of elevator control.

Action:

1. Visually inspect the elevator assembly guides for distortion and for cracks in the welded area by using a five times magnifying glass.
2. Replace the elevator actuator bracket by a reinforced one.
3. Weld in two sheet metal strips to the elevator assembly guides according to the Technical Note.

Technical Note of the manufacturer:

GLASFLUGEL Technical Note No. 201-20, 205-6, 206-1, 301-30 of July 16, 1975 including all future LBA approved revisions. The Technical Note becomes herewith part of this AD and is available from Messrs. GLASFLUGEL Ing. Eugen Hänle KG, D-7311 Schlattstall, Germany.

Compliance:

Action 1: Before the next flight.

Action 2: Before the next flight if damage was found after accomplishing action 1.
However at any rate before February 29, 1976 if no damage was found.

Accomplishment and log book entry:

Actions 1 and 2 may be carried out by an experienced person.

Action 3 has to be accomplished by the manufacturer or by an approved aeronautical workshop only.

All actions have to be certificated and entered in the log book by a licensed inspector.



TECHNISCHE MITTEILUNG
TECHNICAL NOTE

201-20
Nr. 205-6, 206-1
301-30

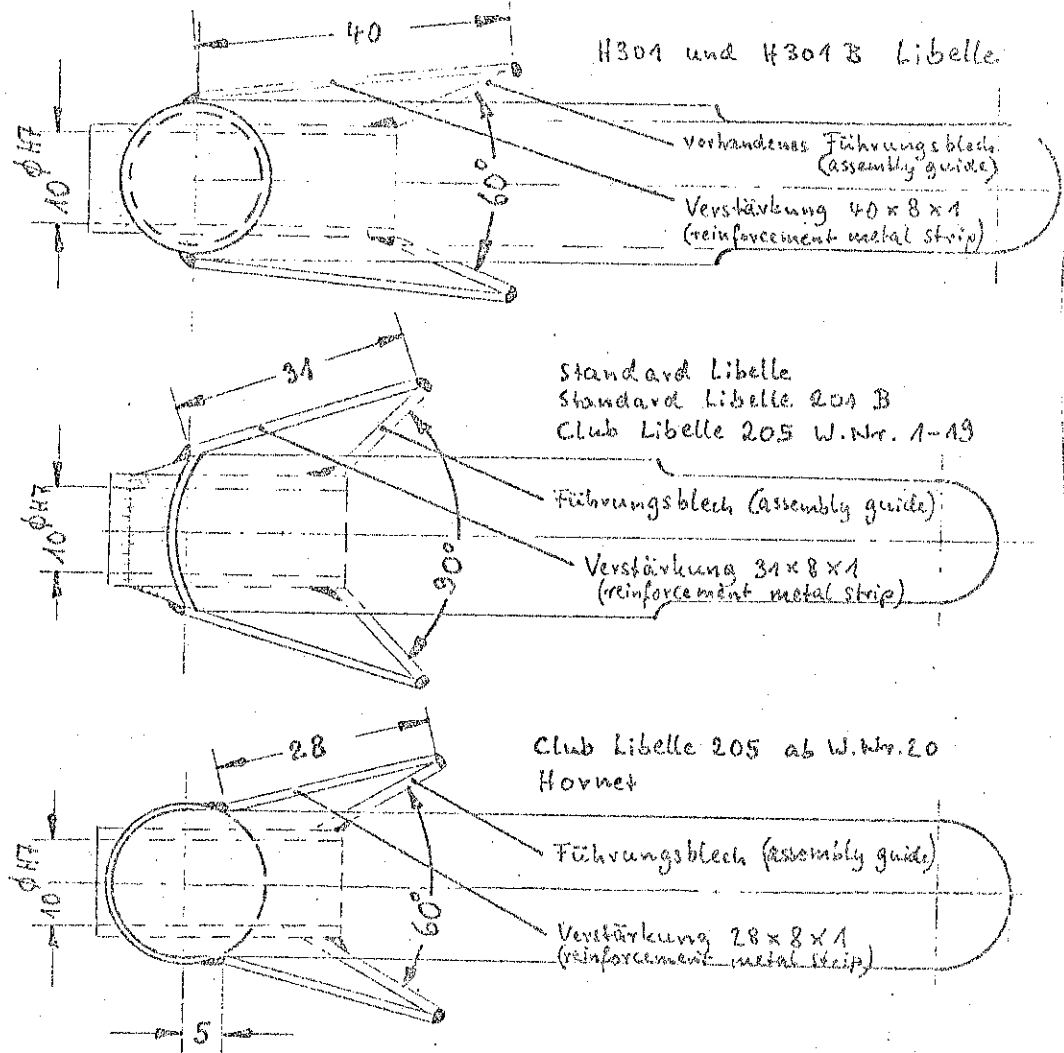
Reference: Sailplane model
 H 301 and H 301 Libelle, German Data Sheet No. 251, from Serial No. 2 and on, however, Serial No. 2 to 85 only, if the elevator actuator bracket has welded assembly guides instead of screwed guides.
 Standard Libelle and Standard Libelle 201 B, German Data Sheet No. 251, all Serial Numbers,
 Club Libelle 205, German Data Sheet Nr. 304, up to Serial Number 107,
 Hornet, up to Serial Number 3

Subject: Reinforcement of the elevator assembly guides.

Reason: Careless assembly of the tailplane caused damaged elevator assembly guides, resulting in a possible improper assembly of the tailplane and loss of elevator control.

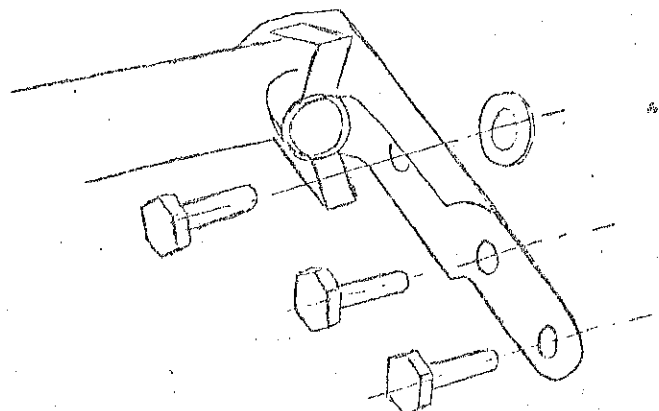
Urgency: Method 1 and 2: before the next flight
 Method 3: before February 29th, 1976

Method: 1. With a 5 x powered magnifier visually inspect the assembly guides for distortion, bending and/or for cracks in the welded seam.
 2. If damage is found replace the bracket immediately with a bracket to be reinforced according to method 4.
 3. If no damage is found replace the bracket with a bracket to be reinforced according to method 4 before the date quoted in "Urgency".
 4. Weld in two sheet metal strips according to the following drawings to reinforce both guides. (see next page)



Material and Processing:

Sheet metal to specification 1.7214.4 or 1.7734.4, welding material to specification 1.7734.2 or 1.7324.0, welding process WIG (Wolfram-Inert-Gas). After removing the bracket insert a pin 10 mm ϕ into the tube instead of the actuator pin to prevent warping during welding. It should be possible to insert this pin simply by hand. Remove the pin after the bracket has cooled down. Preserve the bracket again (recommended single component primer B 1742 from Lackfabrik Bäder and nitro lacquer). Fit the bracket to the tailplane and pay attention to the 2 washers between bracket and ball bearings.





GLASFLÜGEL
ING. E. HÄNLE
7311 SCHLATTSTALL

TECHNISCHE MITTEILUNG
TECHNICAL NOTE

201-20
Nr: 205-5, 206-1
301-30

Center of gravity: no change

Weight: no change

Accomplishment and Certifying: Method 1, 2 and 3 may be carried out by an experienced person; the correct accomplishment has to be certified in the aircraft log book by the person in charge of the aircraft or by a licensed inspector.
Method 4 has to be carried out by Glasflügel or a licensed repair shop.

- Remarks:
1. This Technical Note is standard on the model "Club Libelle 205" from Serial No. 108 and on and for the model "Hornet" from Serial No. 4 and on.
 2. After rigging always remember to check for proper function and full movement of stick and elevator.

GLASFLÜGEL
Ing. E. Hänle KG
July 11th, 1975

SLINGSBY SAILPLANES
KIRKBYMOORSIDE
YORK YO6 6EZ

TECHNICAL INSTRUCTION NO. 77

INSPECTION OF KESTREL RUDDER CABLES

INTRODUCTION

Following a recent fatal accident with a 1.9M Kestrel Glider a preliminary investigation has found that excessive wear had occurred to the rudder cable of the aircraft. As a result, the following precautionary Investigation Notice has been raised in order to emphasise the importance of the Daily Inspection requirements.

APPLICABILITY

This Technical Instruction is applicable to all Slingsby T69A, T59B, T59C, T59D, T59E and T59F Gliders.

COMPLIANCE

This inspection has been made MANDATORY by the Civil Aviation Authority for all gliders listed above and is to be carried out before each day's flying as part of the normal routine of the Daily Inspection.

PROCEDURE

Without moving the rudder cables from their previous flying position, feel the cable at the point at which it leaves the rudder pedal at the top. There should be no evidence of broken strands of wire. Each cable should be inspected in turn with the rudder pedal set in it's rearmost position. If the rudder pedals have to be adjusted for any pilot during the day's flying, the cable should be inspected in a like manner in the new position. If any evidence is found of cable fracturing the manufacturers should be informed and the cable replaced before the next flight.

3
Juli 10, 1975

Airworthiness Directive

LTA No. 75-166 Schleicher

X
Affected glider
Rhönlerche II; German Type
Certificate No. 164;
All Serial Nos.

Date of issuance

10. Juli 1975

Affected part
Control shaft

Reason

Failure of the control stick connection

Action

1. The welded area between the horizontal torsion tube of the flight controls under the seats and the mount for the front control stick inclined forward appr. 100° has to be inspected for cracks by using a magnifying glass of at least 5 power.
2. If cracks are found,
 - a) these have to be welded and
 - b) reinforcement has to be applied according to the Technical Note of the manufacturer.
3. Application of reinforcement according to above Technical Note.

Technical Note of the manufacturer

Technical Note No. 13 of Fa. Schleicher dated June 23, 1975 and later Luftfahrt-Bundesamt approved revisions. Above Technical Note becomes herewith part of this airworthiness directive.

Compliance

Action 1 and 2: Prior to the next flight after publication of this airworthiness directive.

Action 3: At any rate before July 1, 1976.

Accomplishment by authorized individuals only and to be certificated and entered in the gliders' log by a licensed inspector.

Nota

The Technical Note No. 13 may be obtained by contacting

Fa. Alexander Schleicher
Segelflugzeugbau
D-6416 Poppenhausen

(4)
BGA

AIRWORTHINESS DIRECTIVE No. 75-199/A.21-4 rev.2

SUBJECT : Caproni Vizzola A.21 and A-21S gliders. Reduction of V_{NE} and Aileron Control System inspection.

COMPLAINT : Immediate

REFERENCE : Caproni-Vizzola Technical Bulletin No. 75-05 approved on July 29, 1975

APPLICABILITY : Caproni-Vizzola Calif A.21 and A.21S gliders s/n 201 - 202 - 204 and on.

DESCRIPTION :

An instance has been reported of suspected aileron flutter. Pending final results of the relevant investigation carried out by the Manufacture, it is prescribed to comply with the referenced Technical Bulletin, which requires the Never Exceed Speed V_{NE} to be reduced (and accordingly placarded) as low as 124 mph (108 Kts) I.A.S., and the aileron control system to be daily inspected for excessive free play.

This A.D. cancels and substitutes A.D. 75-141/A.21-4 rev.1.

The preceding A.D., which refers to the same subject, is A.D. 75-141/A-21-4 rev.1.

Il CERTIFICATO DI NAVIGABILITA' dell'aeromobile sulle cui strutture od impianti deve essere applicata la *PRESCRIZIONE DI AERONAVICABILITA'* in oggetto, scade di validità qualora essa non venga attuata nei termini prefissati.

La effettuazione della *PRESCRIZIONE DI AERONAVICABILITA'* deve essere annotata — a cura dell'Esercente — sui libretti dell'aeromobile, del motore o dell'elica.

Data 1ª emissione 25 marzo 1975

Rev. n° 2 del 5 settembre 1975

BUREAU VERITAS

AIRWORTHINESS DIRECTIVE

GLIDERS 100-102 AND VARIANTS

ATTACHMENT FITTING OF THE HORIZONTAL STABILIZER

A fitting bolt was found broken at the base of the recess in the attachment fitting on the rear frame.

As soon as possible after this airworthiness directive comes into effect and in any case before the 1st May 1975, inspect the attachment fitting after removal.

If a rupture or a crack is found, replace the part.

DATE OF COMING INTO EFFECT : 15 April 1975

Date : 8.4.1975

Aircraft : Gliders AIR 100-102

Reference : 75-62

