

BRITISH GLIDING ASSOCIATION

TECHNICAL NEWS-SHEET 1/76 - Happy New Year and all that jazz!

1.0 Airworthiness Aggro

- 1.1 The 1976 revised and up-dated summary of Airworthiness Directives and Special Inspections is enclosed herewith. Please destroy the 1975 edition to minimise confusion!
- 1.2 The 1976 list of B.G.A. approved types is attached to the above defect summary.
- 1.3 The 1976 list of B.G.A. Inspectors with ratings is also included in this one jumbo-sized annual review!
- 1.4 Slingsby T.59 series Kestrels. Mod 28 (T.1. No. 75), is a C.A.A. Mandatory Mod to Improve Divebrake control mechanism.
- 1.5 Slingsby T.59 series Kestrels. Revised mass balance limitations are published in addendum 7 to Pilots Notes. This information is advisory only, and is not a Technical Instruction.
- 1.6 IS29D Flap lever malfunction. Lost motion between the press-button and the locking-pawl has resulted in jamming of the flap selector in the flaps-up position. Local modification by Stan Easton at Swanton Morley has been approved - Please check for this defect.
- 1.7 Water Ballast system malfunction. A standard Cirrus water ballast drain valve has been found corroded and fractured, such that asymmetric dumping occurred, and a landing made with one tank full. Ballast system plumbing should now be checked for water-worthiness on C of A renewals!

(Items 1.4 to 1.7 have been included in 1976 Defect Summary).

- 1.8 Foreign A.D's. Since the D.C.10 accident at Paris, the rate of production of A.D's by the F.A.A. has stepped up from an average of 70 to 180 per year. The quality of airworthiness is not thought to have deteriorated, so the higher production rate is a product of political pressures! The B.G.A. Technical Committee will continue to give guidance on the implementation of all Foreign A.D's.

2.0 General Technical Matters.

- 2.1 Foka Tailwheel Mod. B.G.A. have approved John Hulme's modification.
- 2.2 Radio Station Approval. T.A. McMullin type T.M.6 is now C.A.A. approved.
- 2.3 SF25/T61A Falke - Propellor Approvals. Roy Watling-Greenwood's three blade propellers of 29" and 31" pitch have been tested. Both are satisfactory, and increase the ground clearance by 3". The 29" pitch propeller gives identical performance to the standard Hoffman. Where a fin-top pitot-static system is installed, a position error of - 15 knots (under-reading) may become apparent. This can be rectified by disconnecting the static pipe to rear-fuselage, at the base of the fin. (From. Roy Watling-Greenwood, 20A, Lewes Road, Ridgewood, Uckfield, Sussex).
- 2.4 Control Cable Tensions. Beware of over tensioned cables in warm weather, which turn into piano strings in the cold season, or at altitude, and thereby overload the system, possibly to the point of damaging pulley brackets etc.
- 2.5 K.7. Ballast Modification. B.G.A. have approved a ballast tray installation submitted by Tim MacFadyen of Cotswold Gliding Club, which eliminates the hazards of loose article type ballast weights.
- 2.6 Major Repair Reports. Remembering that 'Senior' Inspectors are required to clear major repairs to primary structural elements of all type of gliders, please ensure that major repair reports are forwarded to B.G.A. for inclusion in glider records.

- 2.7 Loose Articles in Control Systems. A redundant bolt has been extracted from the elevator circuit of a Skylark 3F at Cotswold Gliding Club. The dangers are obvious, so please turn your repairs upside-down and use a good vacuum cleaner before final 'boxing-up'.
- 2.8 Falke (Stamo) Crankcase Repairs (Metal Stitching). John Stirk of Doncaster Gliding Club has arranged for a cracked crankcase to be repaired by 'stitching'. When specifications and methods of applying this repair technique have been examined by B.G.A., we will let you know the outcome. It is probable that the repair can be made without dismantling the engine.
- 2.9 Norvic Racing Engines, have moved to Little Staughton Nr. Bedford, Telephone Colmworth 700. They repair and overhaul stamo, Limbach and other aero-engines. (Mr. Sandwills).
- 2.10 Stamo Engine overhauls, Repairs and Cylinder Head Reconditioning etc. Good advice and assistance is available from Ted Moslin (Lasham Gliding Club) contact Aircraft Precision Specialists Co. Henley on Thames by phone Reading 478349.

3.0

- 3.1 Revised B.G.A. Airworthiness Report Form 267. Forms Insp.2, 6 & 7 have been combined on NCR paper in pad format, to drastically simplify and to reduce the time required to complete the administration of the glider, after all the useful airworthiness work has been completed. For motor-gliders, 267M is also required for the powerplant bit. 267M is a photostat supplement, since it is uneconomic to print these in respect of only 35 m.g's. Weight-balance proformas are also available from B.G.A. Forms Insp.6 and Insp 7's are still available in quantity price £2.10p each for those who wish to continue to use them whilst stocks last. The new form 267 should become available from the printers this month, and will be priced £2.50p per pad from the B.G.A. Shop.

- 4.0 Vital Statistics. There are some 1100 gliders, 33 motor-gliders and 90 tugs in the 92 B.G.A. Clubs (Excluding RN, RAF, Army Gliding Clubs and ATC). There are 240 B.G.A. Inspectors, of which 55 have 'Senior' Ratings, and 80 have 'E' Ratings. Some of the 92 Clubs still have no Inspectors. Of 136 gliders added to the B.G.A. register in 1975 (new and second-hand) only 10 were of U.K. origin.

- 5.0 It now costs £16.00 in postage to send out one issue of TNS!

- 5.1 C of A Renewal Fees. Regrettably these have to be raised to £8.64p with effect 1st January, 1976. This additional revenue is urgently required to support the B.G.A.'s extensive operations. Motor Glider Renewal fees will be £15.00 through the B.G.A. (£48.00 if you go through C.A.A!)

Please do not send Log Books to B.G.A. Insp Forms only.

- 5.2 B.G.A. Inspector Renewal Fees of £3.30 were due last october, so please pay up or you may be excommunicated!

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GLIDER TYPES CERTIFICATED BY BGA as at 1st January, 1976.

(Unless annotated 'CAA', Pink (temporary) tickets MAY be issued.

Austria Standard, ASW 12, ASW 15, ASW 15b, ASW 17, *ASK 16 (CAA)

Bocians 1E, 1D, Blanik, Breguet 905, BG 135, Bergfalke 4, Bergfalke 2.

Cadet - MK 1, 2 and 3, Capstan T.49B, Cirrus - Open and Standard, Cumulus, Cobra, Consort.

Dart 15, Dart 17, Dart 17R, Diamant 16.5, Diamant 17, Diamant 18, Delphin.

EON Primary, EON Baby, Eagle T.42.

Foka 3, Foka 4, Foka 5, Fauvette 905, Fauvel, *Falke SF25/T61 (CAA).

Gull 1, Gull 4, Grunau 1, 2, 3, 4 and 5, Goevier.

Harbinger

IS29D IS28B2.

Jaskolka, Javelot 2, Super Javelot, Jantar SZD 38A.

Kranich, KH1, K2, K6CR, K6E, K4, K7, K2B, K8B, K13, Kite 1, Kite 2B, Kestrel 17, Kestrel 19.

Libelle Standard, LS1, L-Spatz. Club Libelle 205.

Meise, Mucha Standard, M100S, Minimoa, Manual Hawk, Mul 3D3.

Nimbus 2, Nimbus - Short Bros. & Harland.

Olympia 1, 2, 2B, 401, 403, 419, 460, 463, 465.

Peak 100, Prefect, Pirat, Phoebus C, Pilatus B4, Petrel. PIK 16, PIK 20.

Rhonlerche 2, Rhonlander 2, Rheinland, Rhonsperber.

Swallow, Specht 138, Schweitzer 222EK, Skylark 1, 2, 2B, 3, 3B, 3F, 3G, 4, Swift Sky, SHK, SD3-15.

T.21 A & B, Tutor, T.31, T.49, T.49B, T.42, T.51.

Vasama

Weihe

YS 53 Sovereign.

NOTE B.G.A. Permits to fly are issued for:

Torva,

Gull 3.

Scud 3.

Calif.

DG 100.

Astir.

Osprey 2. BS - 1.