

TECHNICAL NEWS SHEET 8/9/10/76.

1. AIRWORTHINESS 'AGGRO'.

Please add Section 1 items to Mandatory List.

1.1 T.53B. Aileron Push Rods.

A case has been reported of the push-rods in the wings not being threaded through all of the three fairleads - 'Clanking' in the works may be a good indication of this problem. (G. Bailey-Woods).

1.2 KA7's (also possibly K2's etc).

Ingress of water has caused cracking of the spar-booms and lifting of the plywood at aft faces of the 'D' Box. (T. MacFadyen - Cotswold).

1.3 Blanik Air Brake Foul.

Paddles found to foul on wing skins - cleared by filling gap.

Blanik Brake Operating Lever (Rear Cockpit).

Split pinned clevis fouls shroud with downward pressure on lever. (K. Mitchell - Southdown).

1.4 KAB Tailplane - Securing of centre elevator hinge-pin.

Excessive movement of the trailing edges of the two halves of the tailplane disclosed that the locking-pin had sheared, allowing the centre hinge pin to slide out of engagement with one half of the elevator. (Mike Armstrong - Derby & Lancs).

1.5 'Glassflugel 'Hornet'.

A foul between airbrake and aileron controls in selected positions has been found to be due to interference between bolt shanks overlapping in the area of the wheel well. Reverse outer bolt only to gain necessary clearance. Manufacturer has been advised - but imported aircraft must be checked individually. (Ken Blake / P. Ward).

1.6 D.G. 100 - AD 75-262 Effects Serial Nos 8-53. Rudder Hinge.

The enclosed AD concerns rudder hinge (Upper), where excessive axle play may allow rudder to unhinge after heavy tail wheel impact.

1.7 D.G. 100 - AD76-261. Effects Serial Nos 8-53 - Wheel Brake Cable.

The enclosed A.D. concerns incorrect routing and interference between wheel-brake cable and the elevator control.

1.8 Phoebus A1, B1, B2 and C. Elevator Control Rod Fork.

The enclosed A.D. requires inspection of the control rod fork for deformation, and correction as necessary.

1.9 Cobra - Rudder Cable pulleys in rear fuselage seized.

A report indicates that seized pulleys may contribute to excessive cable wear and possible failure. REF: TNS 5/6/7/76.

2. GENERAL MATTERS

2.1 Blank - Crashworthiness.

There is some evidence that injuries to the first pilot in certain types of major accident, might be minimised by installing head protection 'soft-ware' in the appropriate areas.

2.2 IS29D - Undercarriage Structural Failures.

Reports indicate that the rate of failure of this component may be excessive by normal gliding standards, and not necessarily associated with pilot malpractice or hostile terrain! Please report failures to B.G.A. and to the Agents - Vickers-Slingsby Ltd.

2.3 B.G.A. Glider Type Approvals.

Please add 'glassflugel' Hornet, subject to item 1.5.

2.4 Astir CS.

Technical note TN 102-4 has been issued by Grob, to introduce a safety clip over the bolt in the control column fulcrum. This has been retrofitted to B.G.A. 2084 and 2144 through the Agents, Soaring Oxford.

2.5 Astir CS AD 76-226 Effecting serial Nos 1001 - 1175.

Requires reenforcing of C.G. Towing Hook attachment in accordance with TI 102-3. Has been incorporated in association with Soaring Oxford.

2.6 Pirat - Airbrake Rod-end Failure Ref TNS 5/6/7/76.

A case of rod-end failure has been reported, probably resulting from incorrect adjustment, or damage during de-rigging. (RN. G.C. Culdrose).

2.7 PIK 20. Greasing of Flap Control System Bearing Bushes.

Service Bulletins M-12 dated June 4th 1976 (attached). - effects Sailplanes manufactured before May 31st, 1976. Requires lubrication with Molycote Lubricants.

2.8 T.51 Dart - Aileron Flutter.

Excessive back-lash in aileron circuits of Darts is known to induce aileron flutter. A recent case has been reported. Ref B.G.A. Compendium of Mandatory Mods and Inspections - 1976.

2.9 B.G.A. Inspection Fee Renewals.

Please respond promptly to the renewal notice issued earlier this month, if you wish to remain effective and have your name included in the 1977 list. The B.G.A. Technical Procedure Manual is issued FREE, and Airworthiness Liability Insurance Cover has been included in the new fee of £6.00.

2.10 Stamo Crankcase Repairs.

Non-catastrophic cracks across the rear face, and in the walls inboard of the cylinders, have been repaired by welding (CTO/BGA).

BRITISH GLIDING ASSOCIATION LIST OF INSPECTORS AS AT 1ST JANUARY, 1976.

'M' - Metal Rating

'E' - Engine Rating

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