

"B.G.A. Technical Committee"
Technical Newsheet 3/4/77

TNS 3/4/77

1. Airworthiness Aggro. (Please add these items to the 1977 compendium of Defects and Inspections).
- 1.1. V.T.C. Open Cirrus. (Removal of VNe Restriction). The following extract of a letter from Holighaus via Southern Sailplanes dated 17/2/77 requires that we "Minimise the play of the elevator to a value of less than one millimetre, there should be no flutter possible". Compliance with this requirement will remove the B.G.A. Restriction imposed as a result of the receipt of a Yugoslavakian A.D. (Make Log Book entry of TNS 3/77 Para. 1.1.).
- 1.2. Blanik Fatigue Life. Mandatory Bulletin L13/042 (available from Peter Clifford Aviation, Kidlington, Oxon), recommends a Total Safe Life of "3000 Flying Hours, or 15,000 take-offs or 25 years". The B.G.A. have asked the U.K. Agents to obtain from the designers an explanation for the relatively low figure of 3,000 hours.
- 1.3. Astir C.S. Hook Release Cable fouled by Parker-Kalon type screws protruding through the floor structure by the landing wheel housing approximately 8" forward of pulley. (Len Morris - Swindon G.C.).
- 1.4. OLY 460 Series. Fracture of Air-brake operating lever on root rib. Two cases have been reported, induced by careless rigging. (K. McGregor. Doncaster).
- 1.5. Kestrel Rudder Cables. Notwithstanding the introduction of the Rudder-pedal-adjustment stop modification, damaged rudder cables at the "S" Bend conduits have been discovered. (R. Jones - Southern Sailplanes).
- 1.6. Dart Rudder Pedals. Axle shaft damaged through overloading by heavy booted pilots. Distorted axle may rotate and restrict the range of movement of the pedals. (David Schofield).
- 1.7. Piper A/C Lift struts. FAA A/D 77-03-08 and Piper Service Bulletin 528 require NDT of certain lift struts. (A/D attached herewith). Note by B.G.A. This A.D. is probably a gross over-reaction (like banning Saccharin), and the Maule Fabric Tester, recommended by Piper as a method of applying pressure to the strut, is not readily available from Van Deusen A/C Supplies, Bicester 43381, at \$75 + freight, duty and VAT! "Wheel tapping" technology, or some other unsophisticated form of NDT should be offered to the CAA as an alternative!
- 1.8. Chipmunk Rudder Cables. Accelerated rates of wear may be experienced at the pulleys between the two cockpits.
- 1.9. D.G. 100 Rudder Cable Modifications at rudder pedal "S" bend conduits. The attached modification has been introduced by Glaser-Dirk, and is required to be retrofitted to U.K. imports before B.G.A. Certificates of Airworthiness are issued in place of "Permits-to-Fly". (Mod Reference TNS 3/77 Para. 2.2.).

- 2.0. General Matters.
- 2.1. Pirat Aileron friction. Cases have been reported of excessive static friction due to poor assembly and alignment of the system in the wings. (Static friction in aileron circuits should not exceed 2.2 lbs. - O.S.T.I.V. Airworthiness requirements Para. 2.17). New aircraft should be referred to the U.K. Agent for rectification.
- 2.2. Radio Station Approvals. A. K. Mitchell, of 17 Spiers Way, Horley, Surrey, has CAA approval. Ref A-4.11.76 for his AM7B/KM 4 channel transceiver.
- 2.3. Parachutes - Irvin Type I.24 Life & Repair Policy. The attached Policy Statement by Irvin is for the information of Club Technical Officers who are asked to make it available on Club notice boards.
- 2.4. Watts Tyre Company, Church Road, Lydney, Glos. (Lydney 2203), have 8.00-4s in stock, and also new type polyurethane tail-wheel for Austers.
- 2.5. B.G.A. Cockpit Limitation Placard. Ref INSP/267/P is now available, and includes speed limitations, aerobatic limitations, weight and balance limitations, all on one placard!
- 2.6. With-holding of B.G.A. Airworthiness Documentation (Certificate of Airworthiness and Glider Log Books). The B.G.A. Technical Committee have specifically ruled that the above documents must not be withheld by B.G.A. Inspectors, as part of any commercial or contractual negotiation. Once a 30-day ticket has been issued, then related documentation must be processed as soon as possible, via the B.G.A. to the Owner/Operator. Aggrieved owners have been applying to the B.G.A. office for duplicates, which will be issued in bona fide cases.
- 2.7. B.G.A. Publications - From B.G.A. shop.
(a) "Standard repairs to Gliders" (wood, fabric and metal) is now available price £2.25p (including postage)
(b) "Ground Launching Equipment" Some notes by the CTO, and reprints of articles from S & G is now available Price £0.60p Contributions by Clubs on this subject urgently required.
(c) 52 C.A.I.P. leaflets (Civil Aircraft Inspection Procedure Leaflets) covering all Engineering aspects of wood, metal, structures and motor glider engines. Price £5.20p.
- 2.8. Long Mynd Meeting 12/3/77. Some 35 persons attended the Technical Committee Symposium which included the Repair and Overhaul of Stamo Engines, a presentation with slides on the Eiri Avion Pik 20 Design and Production, and an open discussion on G.R.P. gliders in general.

Many thanks for your attendance.



CTO

PIPER
Airworthiness Directive
Volume I

Piper LIFT STRUTS.

77-03-08 PIPER: Amendment 39-2833. Applies to all Piper aircraft with steel wing-lift struts except PA-18 Series, Serial Numbers 18-7609036 and up and PA-25 Series, Serial Numbers 25-7656010 and up, certificated in all categories.

To detect and correct excessive corrosion of the wing-lift struts, accomplish the following:

(a) For all airplanes, within the next 30 days after the effective date of this AD, unless already accomplished, perform the corrosion impedance measures on the wing-lift struts specified under NOTE in the "Inspection Procedure" of Piper Service Bulletin 528, or FAA approved equivalent.

(b) For airplanes which have wing-lift struts installed for 5 years or more, within the next 30 days after the effective date of this AD, unless already accomplished, perform the Inspection Procedure specified in Piper Service Bulletin 528 or FAA approved equivalent, and thereafter at intervals not to exceed 1 year from the last such inspection. The corrosion impedance measures need only be accomplished once.

(c) For airplanes which have wing-lift struts installed for less than 5 years as of the effective date of this AD, before the accumulation of 61 months, accomplish the inspection procedure in (b) and thereafter at intervals not to exceed 1 year from the last such inspection.

Equivalent methods of compliance with this AD must be approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

Upon submission of substantiating data through an FAA Maintenance Inspector, the compliance time specified in this AD may be increased by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region.

This amendment is effective February 18, 1977.



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British Gliding Association

Ref: TNS/3/77.

20th March, 1977

To all owners of DG-100 Sailplanes

Rudder Cable Modifications at Rudder Pedals.

Glaser-Dirks have advised the B.G.A. in a letter dated 8/3/77, that a modification to fit nylon tubes in the "S" type conduits, has been introduced.

Before U.K. based DG100s are issued with B.G.A. Certificates of Airworthiness, the B.G.A. Technical Committee require this modification to be embodied.

The manufacturer and U.K. Agent (Austin Aviation) have been advised of this decision.

R.B. Stratton
Chief Technical Officer

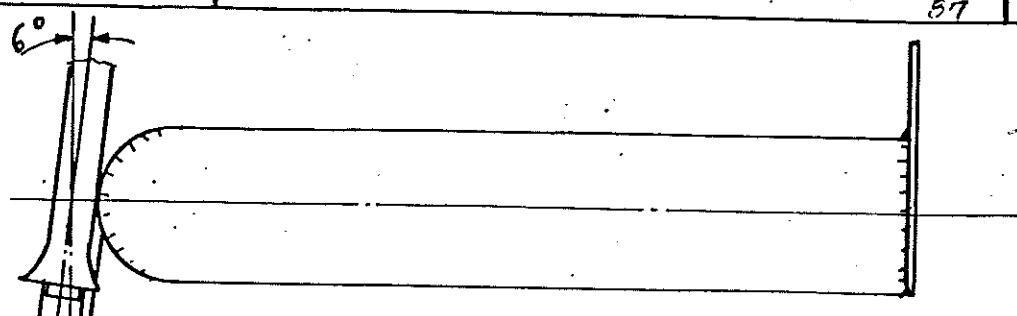
Drawing enclosed.

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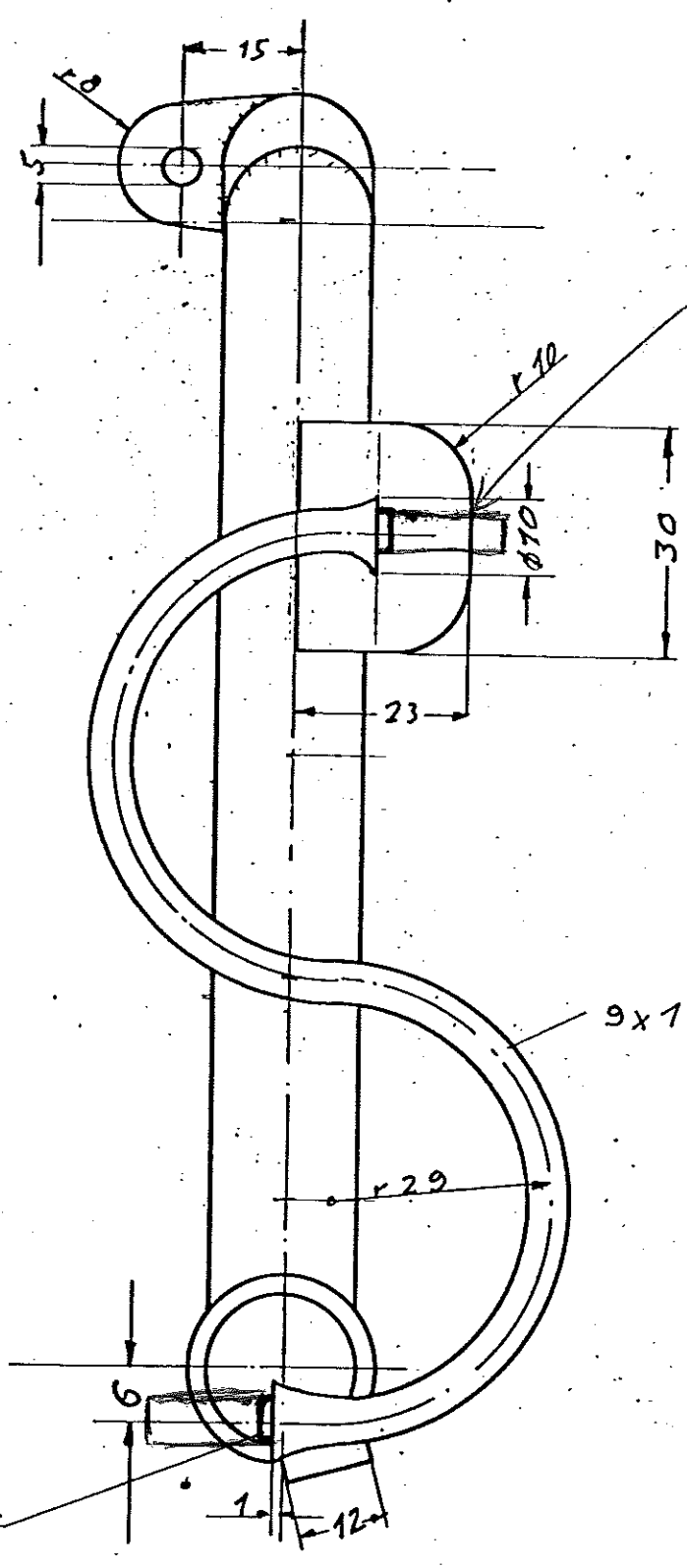
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D.G. 100



Extended Nylon

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S&G - TNS/3/77

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PARACHUTE TYPE I.24

LIFE AND REPAIR POLICY ON PARACHUTES USED IN GLIDERS

For several years now, all Type I.24 Parachutes used by the Armed Services irrespective of their application, have been subject to a maximum life of 10 years from the date of original manufacture. This life was established to ensure that the parachutes were at all times capable of meeting the requirements of very high speed deployments called for in escapes from modern jet aircraft, particularly in conjunction with ejection seats.

Patently, parachutes used in emergency escapes from gliders are not subjected to the same deployment conditions as those associated with high speed jet aircraft. Experience has indicated that the standard I.24 Parachute (manufactured from 1.6oz/sq yd fabric), can safely be used for 25 years after manufacture SUBJECT TO A SATISFACTORY STANDARD OF MAINTENANCE BEING APPLIED THROUGHOUT ITS LIFE.

Regrettably, experience has also indicated that parachutes generally are falling short of the required standard of maintenance. More and more frequently we come across unauthorised modifications or repairs, poor packing or spasmodic and lengthy periods between servicing. Consequently we think it prudent in the interests of safety to review our policy and limit the life of parachutes used in gliders to 17 years.

With immediate effect, the following company policies will apply:-

1. Sale of Reconditioned Parachutes

The maximum age of any standard I.24 Parachute released from the firm for use in gliders, either separately or as part of any assembly will be 12 years. This will give the parachute a minimum of 5 years useful life, if carefully maintained. Parachutes suitable for reconditioning are rarely obtainable but would be offered at a prorata price subject to remaining life when available.

2. Acceptance of Parachutes for Repair

No work will be carried out on parachutes received for servicing if found to be more than 17 years old. The only exception to this rule will be reconditioned parachutes sold direct by Irvin Great Britain Ltd. since 1st July 1970 having Log Cards annotated to show a life of 25 years. These parachutes will be accepted for repair until 30th

