

B.G.A. Technical Committee

Technical News Sheet 7/7/77

PART 1 Airworthiness "Aggro"

Please add these items to the 1977 Mandatory Mods & Inspection.

- 1.1. Jantar 1 Bulletin BK-02/76. "Strengthening of spar roots". This modification should have been incorporated by PZL Working Party in the U.K. July 1977. Serial No's effected B-608, B611-613, B-615-627, B-634-679, B-682-689 inclusive.
- 1.2. Pik 20D. AD/733 (SB M. 17) "Spar Bond" Refers to serial No's 20510-20532, 20534-20540, 20542-20544, 20546, 20548, 20552, 20555, and 20556. Compliance "Before Next Flight". U.K. gliders effected should have been rectified by John Hulme.
- 1.3. Astir C.S. Rudder actuator lever failed in-flight at point of attachment of rudder cable in centre section. Over-load may have been applied in previous ground loop incident, or by application of excessive force in attempting to adjust rudder pedals. (Awaiting manufacturer/vendor comment).
- 1.4. Libelle - Rudder cable fairlead displaced, restricting rudder travel. (Previously reported reported T.N.S. 6/73). Conduit comes adrift at bulkhead. - C.S. Westley, Dunstable.
- 1.5. Pik 20/20B/20D up to Serial No 20548. Bulletin M.14. Tost back release fails to operate because fuselage opening is too small, when using Tost ring-pair 60.290.4 LN 65091. ENLARGE hole and check OPERATION.
- 1.6. D.G. 100 Rudder Pedal Assembly - Spindle too short to permit lock nuts to enter safety, at each end. Check all D.G. 100's and rectify (Ian Beckett).
- 1.7. IS. 28B - Speed Brake Malfunction
 - (a) cap-strip on air brake assembly became trapped under wing skin. Rectify as required.
 - (b) Brake operating rod support in the rails in the cockpit area, failed, due to twisting moment applied to control knob. - Repair by replacement or remanufacture. (J. A. Little).
- 1.8. Open VTC Cirrus - U/C Malfunction - Operating cable escaped from uncaged pulley aft of the wheel assembly, resulting in gear retraction. Manufacture and fit suitable cage for pulley assembly. (H. Johns).
- 1.9. L.S. 1 (Serial No's LS1-0, LS1-a, LS1-b, LS1-c, LS1-d). AD 77-155 reports cases of the horizontal all moving tail being mounted upside down, resulting in unstable stick forces!!

Cont/....

Rectify by "closing the lock nut in the horizontal tail mounting bracket by a short bolt, so as to make it impossible to secure the horizontal tail when mounted upside down"!

- 1.10. Bocian LE Failure of undercarriage. Lack of lubrication caused wheel seizure and subsequent failure of the undercarriage support frame. (T.N.S. 9/73 refers). (R.W. Collins - Doncaster G.C.). LUBRICATE
 - 1.11. KA. 13 Failure of Wheel securing bolts. Separation of two halves of the wheel assembly due to failure of bolts in Tost wheel. (Report by P.R. Philpot).
 - 1.12. Pirat. Lower rudder hinge stiff nut missing, resulting in the bolt rising up in the bracket. - Fixed by split-pinning R.A.E. G.C.).
 - 1.13. Chipmunk throttle rod-end failure. Latest type of uniball connector has failed in flight, at lay-shaft across rear of the engine (could also occur elsewhere on the engine). Reported to C.A.A. Problem could be made safe if a washer was fitted to prevent bearing cage escaping over the head of the bolt! - Check carefully on D.I. (T. McMullin - Dunstable).
 - 1.14. Blanik Tail-wheel strut failures. (Ref T.N.S./1/77). These struts should be re-inforced to prevent failures which may result in damage to the tail-cone sufficient to interfere with elevator control. (Reported to manufacturer).
- 2.0. General Matters
- 2.1. Tow-hook rings. Reports suggest that tow rings may be causing problems because of various sources of supply, and various types of hooks in use. Club Technical Officers please check that rings are compatible with hooks. (K.A. McGregor - Doncaster G.C.).
 - 2.2. C. of A. Extensions. Tug aircraft certificated in 2 year "General Purpose" or "Special" Categories. C.A.A. Notice No 87 offers one year extension of C. of A. with minimised "aggro"!
 - 2.3. Engine T.B.O. Extensions. (Tug aircraft) C.A.A. Notice No 35 issue 8, now offers 20% extension plus further 20%!
 - 2.4. Blanik Safe-Life Mandatory Bulletin L13/045 Dated July 1st, 1977, has been received via Peter Clifford Aviation Ltd., Oxford Airport, Kidlington, Oxon, OX5 1PA (Kidlington 4262), and extends the Service Life to 3,750 Flying Hours, pending a review of operating parameters in the UK.

This review will be organised by B.G.A. in association with Peter Clifford Aviation Ltd, in the form of a proforma questionnaire as soon as possible.

2.5. (REMINDER) New Types awaiting Type Certification by the B.G.A.

"30 day tickets" are not eligible unless the type has been certificated by the B.G.A. Technical Committee, and promulgated in T.N.S. Vendors or individual purchasers are responsible for submitting a sample of the type to a B.G.A. Test Group, which are available as follows:-

Lasham (F.G. Irving or D. Piggott)
Bedford/Cranfield (P. Bissgood)
Cambridge (Ted Warner)
Bristol (J.D. Jones)
Yorkshire (G. Bailey-Woods)
Dunstable (C.O. Vernon)
Booker (J. Ellis)

B.G.A. "Permits-to-Fly" should be applied for pending confirmation of B.G.A. Certification, accompanied by

- (a) Export C's of A from the country of origin (which have limited validity) but are required by the B.G.A. to establish the date of formal certification, of build standard and compliance with bulletins and AD's, and
- (b) Form 267 demonstrating that a systematic inspection has been made on receipt into the U.K. (Incorrect rigging of flying controls has been discovered on two types imported into the U.K. in recent months).
- (c) Correct weight and balance data must be entered on form 267.

R. B. Stratton
Chief Technical Officer

July, 1977

"SPECIAL OFFER!"

C.A.I.P. Leaflet EL/1-4 "Aircraft Engines - Piston Engine Installations"

This most useful addition to the range of C.A.I.P. Leaflets available from the B.G.A. shop, is issued F.O.C. to all paid-up B.G.A. Inspectors, and is applicable to Tugs and Motor Gliders.