

BRITISH GLIDING ASSOCIATION

Tech. Committee. TNS 7/8/79.

- 1.0. AIRWORTHINESS "AGGRO". (Please add to 1979 yellow pages).
- 1.1. "COBRA" Tail-plane attachment - thread stripped. Two cases have been reported of significant damage to the internal thread of the tail-plane attachment. (Owners were notified 19th June 1979). In one case thread was stripped. Repair by helicoil-insert in accordance with CAIP Leaflet BL6-22 might be appropriate.
- 1.2. IS.29 - Tail-plane attachment is similar to "COBRA"
- 1.3. "VEGA" T.I. No. 84. Potential foul between out-board wing hand-hole covers and the aileron actuator (Copy herewith).
- 1.4. "VEGA" T.I. No. 83. "Mandatory Inspection 'Vega' Wings" Require removal of loose cotton flock from wings. (Copy herewith).
- 1.5. D.G. 200. Technical Note 323-1. "To re-establish full airworthiness" following limitations imposed by LBA A/D 79-232. Repair instruction 14/05/79 is available from Don Austin, together with repair kit. AD/79/313 enclosed.
- 1.6. "VEGA" T.I. No. 82. "Airbrake Flying Restrictions." Mod 12 will be introduced to lift restrictions imposed by the above T.I. Placard to be introduced pending modification. (Copy herewith).
- 1.7. Calif A.21. and A.21S. "Rudder pulleys in landing-gear compartment". TBN.79.01. requires replacement.
- 1.8. DART 17R. Over long safety pins in drag spar pins unlock themselves. (Robin Bull - Mynd).
- 1.9. Control Disconnect Couplings:
 - (a) STD Cirrus. LBA-AD-79-51. (replacement of ball joints) - supplies should be available from Southern Sailplanes in August 1979. (Ref. TNS 4/5/79 item 1.1.).
 - (b) ASTIR CS. Aileron disconnect in flight resulted in "flutter" etc. Aileron coupling had not been fully engaged, due to difficulty of access. (Imp. College G.C.)
- 1.10. FABRIC - attachment to Wings(K.13). Top surface fabric became detached in spin spiral dive recovery exercise. Aircraft remained controllable. Whereas the manufacturer may adopt the practice of terminating the fabric at the trailing edge, "fail-safe" airworthiness considerations would recommend wrapping around the T/E thereby achieving a double attachment. Likewise at the leading edge (if not wrapped around) a span wise capping strip would likewise achieve a double adhesive joint. Instructions contained in "Standard Repairs to Gliders" (Section 2, Page 5, Para.8) refers. CAIP Leaflet BL6-25 gives detailed instructions on this subject, as does the 'Ceconite' Manual 101 (from Van Dusen Aircraft Supplies - Bicester 43381).

- 2.7. Forms 267. Please use this form of Inspection Report even on newly inspected gliders, as evidence of systematic inspection and weight and balance verification.
- 3.0. TUGS.
- 3.1. Condor Tyres. Sizes are either 700x6½ or 600x6½ - (TNS 6/7/79 was incorrect). Rollasons recommend strict check of u/c leg alignment to minimise tyre wear.
- 3.2. Flight Manual Revisions. (Towing limitations) Final towing trials have been completed at Dunstable and Bicester, and C.A.A. now have all the necessary data upon which to issue revised limitations.
- 3.3. Tug Tow Releases. There are still some floor-mounted tow releases in PA-18-150 Cubs. Will every Club Technical Officer please check to ensure that every type of tug release is accessible with upper body restraint harness fully secured!
- 3.4. "Green Fly" are thoroughly bad news performance wise, on wings, propellers and in intake filters and oil coolers!
- 3.5. "Aircraft Inspection and Repair and Aircraft Alterations". F.A.A. publication EAC 43-13-1A & 2 has now been issued to every C.A.A. area office as acceptable guidelines. Applies equally to motor gliders etc. Copies available from Technical Library C.S.E., Oxford Airport, Kidlington, Oxon. OX5 1RA. (Kid 4321). Price £5.90 post paid.
- 3.6. C.A.A. Approval of B.G.A. Ref. DAI/8378/73 has now been extended to include Tug Maintenance. Copies of B.G.A. Technical Procedure Manual (T) tugs are now being prepared to include this approval, and will be available from B.G.A. office later this month. This includes all the necessary guidelines required to meet BCAR A8-15 approval conditions. Those Clubs who have a real need to develop Tug Maintenance capability and have the facilities and competency to do so, should apply by letter for a copy of the (T) Manual.

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Note. Chairman of B.G.A. Technical Committee, Roy Tetlow, having moved to Burnley, regretfully has had to resign as Chairman, but remains on the Committee. Alan Yates has kindly agreed to become Chairman.

R.B. STRATTON

Vickers SlingsbyKirkbymoorsideYork YO6 6EZ

VEGA F

Technical Instruction No. 82.Slingsby T65A Vega GliderAirbrake Flying RestrictionsINTRODUCTION

A case has occurred where the airbrake has opened during high speed low level flight, in bumpy conditions. A temporary restriction is introduced to all aircraft without modification number 12 embodied. This instruction will be followed by modification action.

APPLICABILITY

This restriction applies to all T65A Vega aircraft which do not have modification number 12 embodied.

COMPLIANCE

This restriction is MANDATORY. Whenever the aircraft is flown in the full negative flap position, at speeds near to or above the rough airspeed, the pilots hand is to remain in contact with the flap/airbrake handle.

The placard enclosed must be fixed to the flap/airbrake control.

Vickers Slingsby
Technical Instruction No. 84

Slingsby T65A Vega Glider

Mandatory Inspection of Aileron Circuit

INTRODUCTION

A case has been reported of a potential foul between the outboard wing hand hole covers and the aileron actuator.

APPLICABILITY

This inspection applies to all Vega aircraft.

COMPLIANCE

This inspection has been made mandatory by the CAA and must be carried out before the next flight.

PROCEDURE

Remove the outboard hand hole covers on both wings. Apply plasticine, or similar, approximately 1/8" thick to the hand hole cover in the region where it may contact the push rod end attachment to the aileron actuator. Refit the hand hole covers, move the ailerons in neutral flap position and ensure that sufficient clearance exists between the actuator lever and the hand hole cover, even if the split pin locking should rotate. This can be verified by examination of the plasticine.

Any potential foul may be dealt with by grinding away the hand hole cover locally. Ensure that the hand hole cover can be fitted in any position without a foul occurring.

Airworthiness Directive

79-313 Glaser-Dirks

Date of issue:
June 18, 1979

Affected sailplane:
German Type Certificate No. 323.
DG-200, serial nos. 1 thru 86, excepted serial nos. 57, 65, 74, 81
and 84,

Subject:
Wing structure.

Reason:
Re-establishment of full airworthiness for the DG-200 whose weight
and speed limits have been reduced by AD 79-232.

Action and compliance:
To be accomplished in accordance with Technical Note of the manufacturer
until October 31, 1979.

Technical publication of the manufacturer:
Glaser-Dirks Technical Note No. 323-1 of May 14, 1979, which becomes
herewith part of this AD and may be obtained from Messrs. Glaser-Dirks
Flugzeugbau GmbH, Im Schollengraben 19-20, D 7520 Bruchsal 4,
Western Germany.

Accomplished and log book entry:
Action to be accomplished by the manufacturer or by an authorized
workshop (service and repair of FRP sailplanes) and to be entered in
the sailplane's log.

9. Juli 1979

-79-322

All owners

Airworthiness Directive

79-322 Glasflügel

Date of issue:

July 9, 1979

Affected sailplane:

German Type Certificate No. 318.
Glasflügel Mosquito and Mosquito-B.
Serial-No. 1 through 161.

Subject:

Canopy emergency jettisoning system.

Reason:

Possible malfunction of canopy emergency jettisoning system if
"Pip pins" are not fully pushed home.

Action and compliance:

Before the next flight after the effective date of this AD, unless
already accomplished, the Flight Manual must be amended in accordance
with the Service Bulletin.

The amended wording is available from the manufacturer for insertion
into the manual.

Technical publication of the manufacturer:

Glasflügel Service Bulletin No. 303-9 of June 12, 1979,
which becomes herewith part of this AD and may be obtained from
Messrs. Glasflügel, Deutsch-Brasilianische Flugzeug- und
Fahrzeugbau GmbH, D-7318 Lenningen-1/Württ.

Accomplishment and log book entry:

Action has to be entered in the sailplane's log.

Airworthiness Directive

79-331 Grob

Date of issue:

July 2, 1979

Affected sailplane:

German Type Certificate No. 315.

Grob Twin Astir.

Serial Numbers 3000 to 3255 inclusive.

Grob Twin Astir Trainer.

Serial Numbers 3001-T-1 to 3254-T-31 inclusive.

Subject:

Main control unit in fuselage center section.

Reason:

Possible loosening of fastener screws can cause hard movability or obstruction of aileron and airbrake control.

Action and compliance:

1. Before next flight and thereafter daily before each first flight action to be accomplished in accordance with Service Bulletin point 1 after the effective date of this AD.
The checks must be repeated until the measures of point 3 of the Service Bulletin are accomplished.
2. The measures of point 3 of the Service Bulletin have to be accomplished until August 31, 1979 at latest.

Technical publication of the manufacturer:

Grob Twin Astir/Twin Astir Trainer TM 103-6 vom 18. Juni 1979, which becomes herewith part of this AD and may be obtained from Messrs. Grob Flugzeugbau, Hoffmannstr. 50, D-8000 München.

Accomplishment and log book entry:

Action 1 to be accomplished by a skilled person.

Action 2 to be accomplished by an approved service station and to be checked and entered in the sailplane's log by a licensed inspector.

AIR Bulletin 6/79

Duplicate Inspection of CONTROLS.

Ref: EW/C633/01

Aircraft: Topsy Nipper T66 Series 3A G-AXLH

Date and time GMT: 12 May 1979 at 1821 hrs

Location: Near Hurn Airport, Dorset

Type of flight: Private

Persons on board: Crew - 1 Passengers - nil

Injuries: Crew - 1 Passengers - n/a

Nature of damage: Aircraft destroyed

Commander's Licence: Private Pilot's Licence

Commander's total flying experience: 1,009 hours

The aircraft was on a local PFA test flight following its reassembly after it had been returned, crated, from overseas. The test flight had been without incident until the aircraft rejoined the circuit for landing. On starting the turn onto final approach from a right hand base leg for runway 26 the pilot found he had lost up-elevator control. He was able to keep the wings level but the aircraft made an uncontrolled descent from a height of approximately 200 feet, into a fir plantation, crashed through the trees and finished inverted on the ground. There was no fire but the pilot suffered multiple injuries. The pilot of a light aircraft from Hurn gave invaluable assistance in quickly locating the wreckage from the air.

Examination showed that a turnbuckle on the up-elevator control cable had unfastened; there was evidence that the locking wire, which prevents the turnbuckle from unscrewing, had been cut and partly removed, leaving the turnbuckle free to turn. It has not been possible to determine how the locking wire came to be cut.

The aircraft was fitted with a four point harness and although the wire cables, attaching the shoulder straps to the aircraft structure, had failed in tension, the harness had probably saved the pilot from even more serious injury.

SERVICE BULLETIN July 9th, 1979

M 20E-2 page 1 c

REASON Special requirement for the United Kingdom

EFFECTIVITY PIK-20 E s/n 20213, 20214, 20217 and 20218 (PIK-20 E - models delivered to UK)

DESCRIPTION An extra starter contactor, operated by the main switch installed on the starter wire, stops the starter if the original contactor fails and does not open.

COMPLIANCE Next 25 hours maintenance

INSTRUCTIONS Install the extra emergency contactor Bosch 0331 005 0 and connect the wires as shown on the enclosed drawing
* 3-20E-28-001a.

WEIGHT AND BALANCE No effect.

Note: Bosch-contactor 0332 002 102 is the same as 0331 005 002.

** copy of drawing available at B.C.A. office.*

APPROVED BY THE
NATIONAL BOARD OF AVIATION
IN FINLAND

10.07.1979