

BRITISH GLIDING ASSOCIATION

TECHNICAL COMMITTEE

TNS 1/2/81

Enclosed herewith the 1981 Compendium of Mandatory Modifications and Special Inspections. Please throwaway the 1980 "Green" pages and replace with the latest issue.

Note 1. C. of A. Renewals - Check of Mandatory Modifications and Special Inspections.

Please remember that C. of A. renewal includes an entry on Form 267, that the above have been checked.

Note 2. Emergency Airworthiness Directives.

"Emergency" Directives (often received by Telex/Telegram) will continue to be mailed to registered owners by the B.G.A. Such directives will subsequently be copied to Club Technical Officers and B.G.A. Inspectors in the next bi-monthly TNS. Normal A/Ds, Service Letters and Bulletins will only be transmitted in next TNS. Vendors of equipment have an obligation to make such material available to their customers, and to anyone else, who wishes to subscribe to their product support system. These arrangements are similar to those practiced by the C.A.A. and all other signatories to I.C.A.O. procedures.

1. AIRWORTHINESS AGGRO (Please add to 1981 List)

- 1.1. KA 7 Rudder Pedal Re-enforcing Modifications. (also applicable K2B, KA6 and KA8). Tim MacFadyen, Cotswold G.C. has kindly offered option modifications, sketch attached. Inspect as required for damage.
- 1.2. Blaniks. Cracks at Fuselage Frame 14 (Fin Support). The attached sketch of repairs in this area has been received from R.A.F. Germany Gliding Association. Inspect as required for damage.
- 1.3. Trim Springs. (All types of gliders). There is a need to check the integrity of all such springs, during C. of A. renewal inspections.
- 1.4. IS.28.B2. Canopy Lock - Improvement. To remedy an in-flight hazard. G. Bailey-Woods has proposed attached modification.

2. GENERAL

- 2.1. IS.28.B2. Gliders - Safe (Fatigue) Life. The Gliding Federation of Australia have advised B.G.A. that a life limitation of 8000 hours has been negotiated with the Manufacturer. (B.G.A. has not yet received Manufacturer's Bulletin).

- 2.2. Safe (Fatigue) Life of Gliders - B.G.A. Policy Statement
The B.G.A. Technical Committee at their meeting on 17th December 1980, agreed the following proposal made by the C.T.O.:-

"That unless a specific life-limitation is imposed upon a specific type of glider by an airworthiness directive issued by those responsible for the Type Certification of the type then the B.G.A. Technical Committee would not seek to impose safe-life limitations. In other words, structural integrity would be judged by inspection."

At the present time, the only type of glider upon which a life limitation is imposed is the "Blanik". The validity of that recommendation is currently being challenged by an exercise in structural dynamics at the Cranfield Institute of Technology.

- 2.3. Astir Main Frame Castings. Repair by welding may be possible. Please consult Chiltern Sailplanes - Booker.
- 2.4. B.G.A. Approved Inspector List 1981. Please advise B.G.A. Office of any sins or omissions in the attached list. Only the Inspectors listed herein will receive bi-monthly Technical Newsheets, and those omitted will be deemed to have lapsed, and C. of A. renewal submissions will no longer be accepted from them. Likewise, the B.G.A.'s Personal Insurance Scheme would only apply to those of you who have paid-up!

3.

TUGS AND MOTOR GLIDERS

- 3.1. Tugs. Some C. of A. renewals of tugs certificated for 3 years under L.A.M.S. will become due later this year and thereafter. B.G.A. Technical Procedure Manual (T) Tugs gives advice (Price 75p plus 15p Postage and Packing from B.G.A. Office
- 3.2. C. of A. Renewals - Motor Gliders. These will continue to be renewed under procedures that remain unchanged by B.G.A. Inspectors having the appropriate ratings.
- 3.3. It is generally false economy to run Cs. of A. out to the last day and then lose the use of aircraft for several weeks when you most need them!
- 3.4. Hiring Agreements - Tugs. Arising from misunderstandings which may have arisen between persons who hire tugs to one another for competitions etc. as to whom is responsible for what, in the event of failures or accidental damage, the B.G.A. have copies of Standard Hiring Agreements. Generally speaking the Hirer should be insured against damage to hired tugs.
- 3.5. Progress with Mogas Trials. B.G.A. "Airedale" G-AVKP has now flown more than 80 hrs. on B.S.4040 "4 star", both summer and winter grades, the volatility of which varies between 7.0-10.2 p.s.i. Reid-Vapour Pressure. A submission will be made to the Airworthiness Requirements Board (ARB) Light Aircraft Committee on 10th February 1981.

HAPPY NEW YEAR TO ALL THOSE
WHO HAVE PAID-UP!

R.B. STRATTON
CHIEF TECHNICAL OFFICER

Ka7 RUDDER PEDAL MODS - ALSO

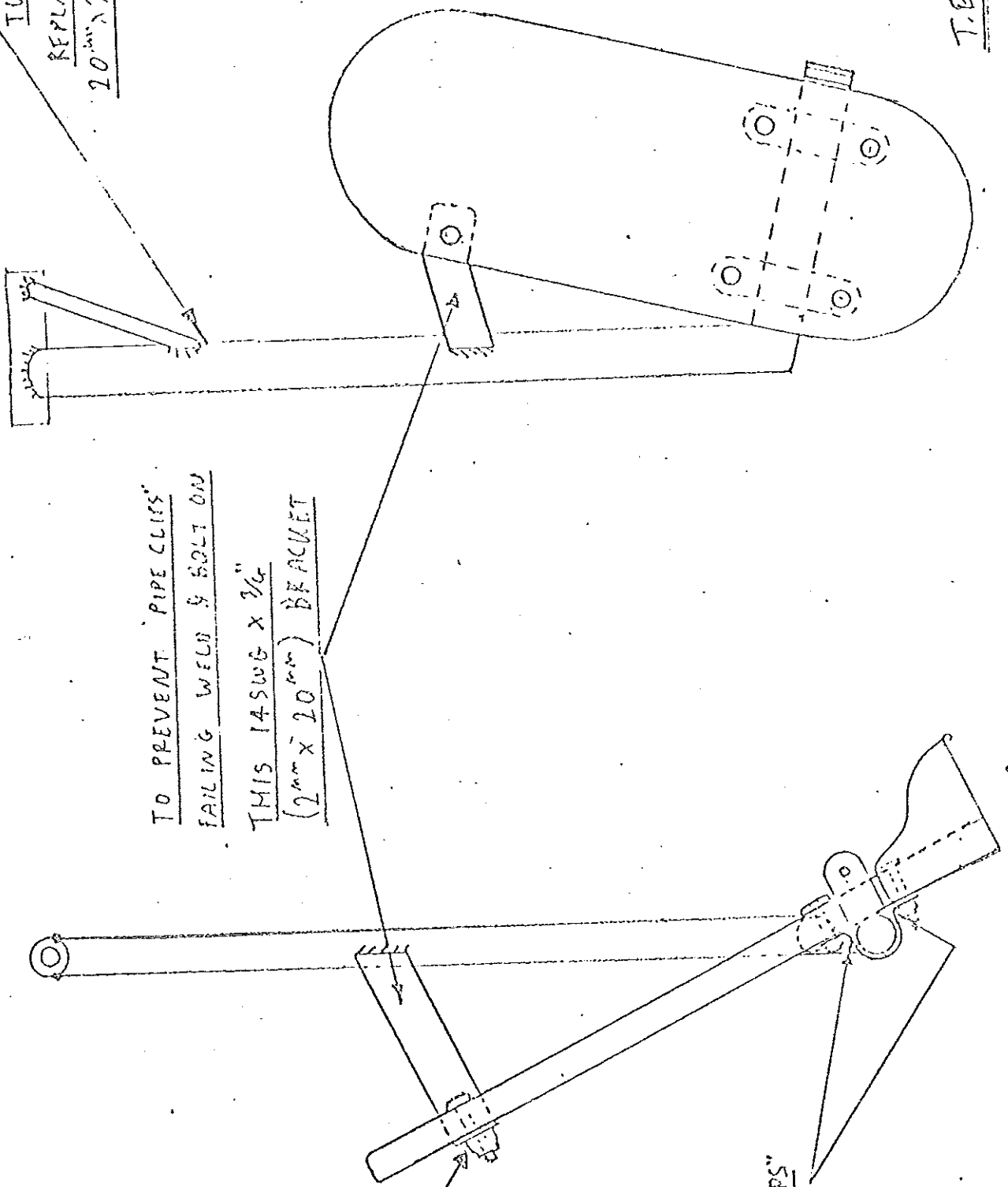
SCAG TNSA 11/10/11

THIS 20mm x 1mm
TUBE FAILS HERE
REPLACE TUBE WITH
20mm x 2mm (3/4" x 1/4" SWG TH)

TO PREVENT "PIPE CLIPS"
FAILING WELD & BOLT ON
THIS 14SWG x 3/4"
(2mm x 20mm) BRACKET

1/2" (6mm) BOLT
& STIFF NUT

THESE "PIPE CLIPS"
FAIL HERE



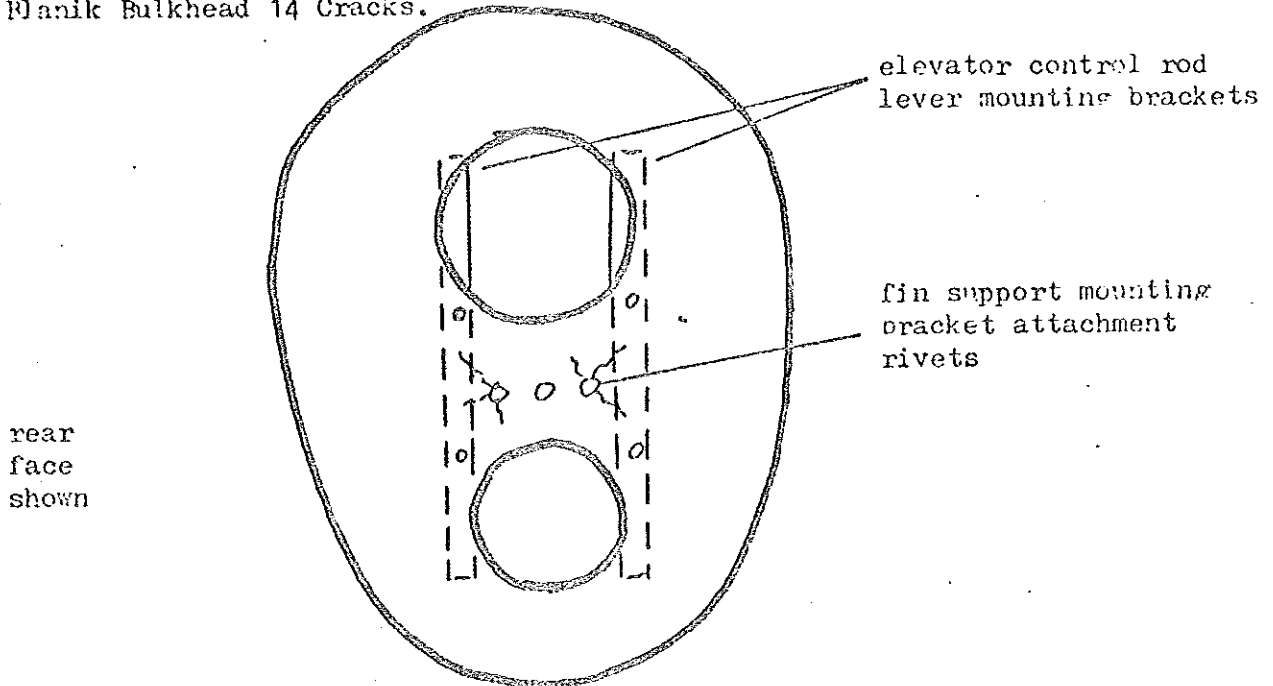
T.E. Macfarlane 11/11

Blank Cracks FRAME 14.

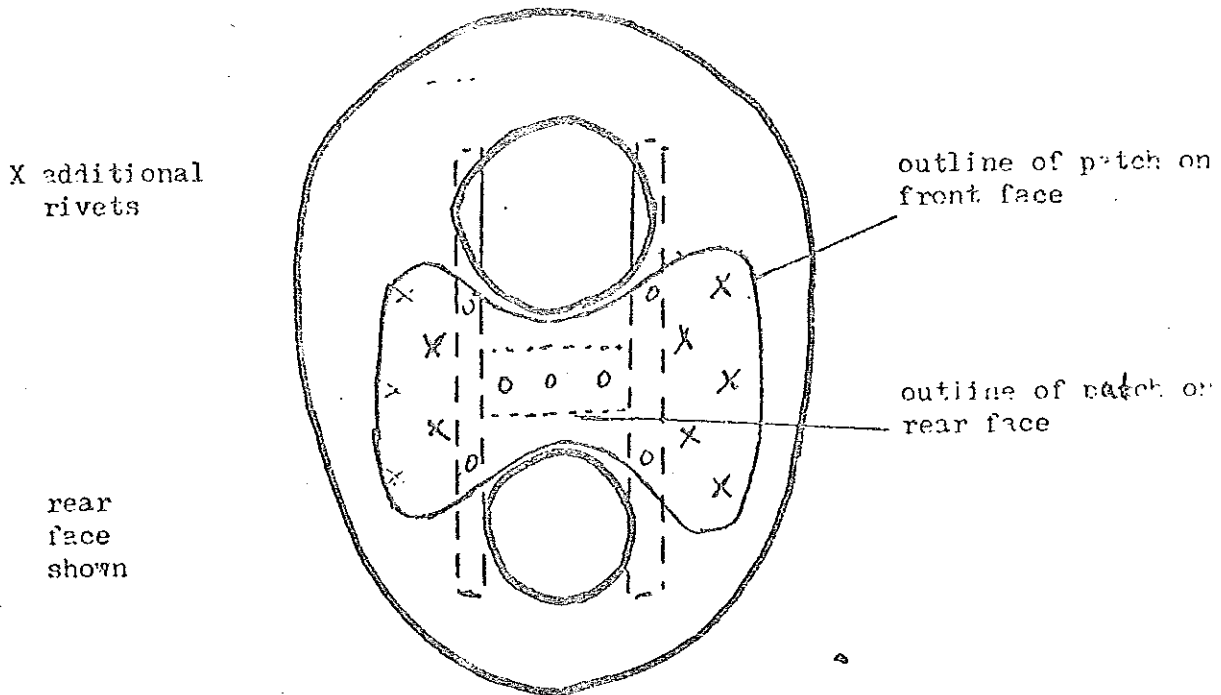
BCA/TNS/1/81

SKETCH OF DAMAGE AND REPAIR TO BULKHEAD 14

1. Blank Bulkhead 14 Cracks.



2. Blank Bulkhead 14 Temporary Repair.



Blank - Cracks at Frame 14.

Repair Scheme. BCA/TNS/1/81.

(FROM R.A.F Germany Finding ASSY)

Handwritten signature or initials.

STRENGTHENED SPRING FITTED

SPRING.

PORT CANOPY RAIL

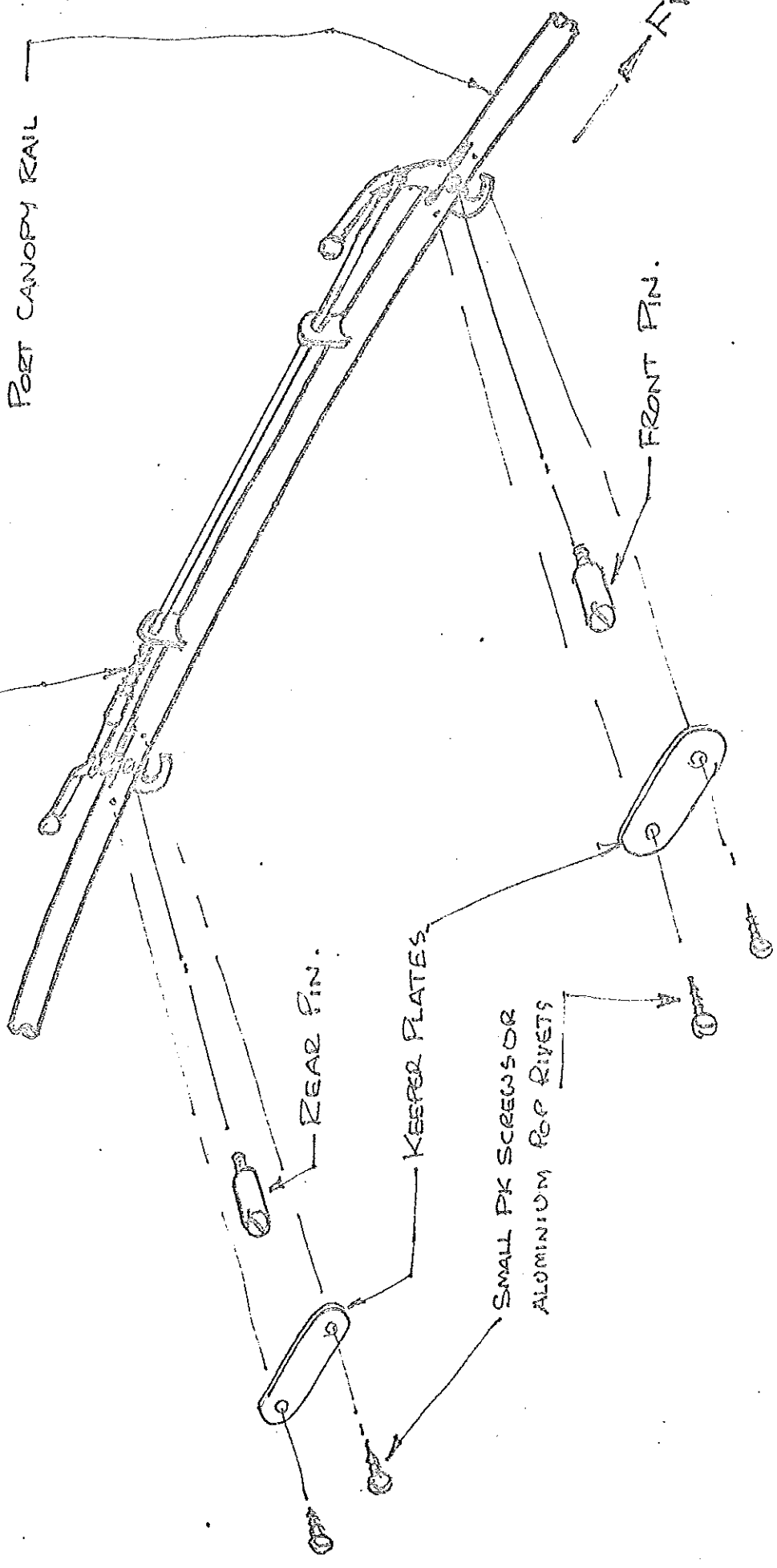
A-FWD

FRONT PIN.

REAR PIN.

KEEPER PLATES

SMALL PK SCREWS OR ALUMINIUM FOR RIVETS



152882. CANOPY LOCKS.

(MODIFICATION TO SECURE LOCKS).

EBW.
12 JAN 80