

B.G.A. Technical Committee

Technical Newsheet

TNS 1:2:83

PART 1: Airworthiness Aggro

- a) The 1983 B.G.A. (pink) compendium of Defect and MANDATORY inspections is enclosed herewith. Please destroy all previous copies!
- b) When making C of A renewal submissions Form 267 (Item 53) requires inspectors to check compliance with the above document.
- 1.1 T.65 Vega. Tailplane front tongue spigot cracked - (sketch attached). (Reported by Martin Breen, and reported by him to S.E.L.)
- 1.2 KA2 Elevator "D" box glue failure etc., (sketch attached). Reported by Martyn Davies. KA2's should be inspected throughout for glue deterioration.
- 1.3 ASW 15 and 15B. ELEVATOR ACTUATOR BELLCRANK. AD 82-221 (attached) requires re-inforcement of the actuator bellcrank in accordance with Schleicher Technical Note 22. (Mailed to owners 23/12/82.)
- 1.4 IS 28B2. AIRBRAKE PUSH/PULL ROD "SNAP" Connection, located above and behind rear seat, unlocked/unscrewed due to tab-washer failure. (Reported by P.J. Hudson.)
- 1.5 ASW 20. Flap Push-Rod Stop. The flap travel stop on some ASW 20's may not be positively located and may slip. Later models are rivetted (or bolted). Early models should be modified as per sketch attached. (Reported by Tim MacFadyen.)
- 1.6 DG 200. Excessive Friction in Rudder Circuit. Nylon conduits have become detached from the rear fuselage (reported by E.A. Henman).

1st February, 1983.

- 2 -

- 1.7 T.61/Falke/Venture type Canopy Jettison.
H.Q. Air Cadets report loss of a canopy in-flight due to accidental disengagement of the Jettison control. Soft-wire locking may be introduced to eliminate this hazard.
- 1.8 RF 4/5/Series Motor-Gliders. (Applies also to all wood-constructed airframes which may become damp and lack also ventilation/drainage holes.) The attached TECHNICAL REPORT will be made a MANDATORY INSPECTION by CAA and requires inspection as detailed
- 1.9 SOCCATA 892 Rallye 180T. Engine mount cracks. The attached sketch makes it abundantly obvious why such cracks are specifically engineered into this primary structural component!

PART 2. General Matters

- 2.1 Motor-Gliders (3 year LAMS) Maintenance.
Will Club technical officers please draw the attention of OPERATORS to the legal requirement to carry out maintenance checks at 50/100 hr and annual intervals, and to record these inspections in Engine log book (CAP 399) and airframe log book (CAP 398)? No other types of log book are permitted. (Available from the CAA offices and airfield shops, etc.)
- 2.2 Motor-Glider of C of A Renewals. In order to minimise confusion and delay, the supplement to TNS 6/7/82 - is repeated herewith, for nailing to the wall!
- 2.3 Fuel filters for petroleum storage facilities.
A cartridge type filter designed to remove water from diesel, gasoline and kerosene type fuels, known as the "AQUACON" VF 31, is available from WARNER LEWIS INDUSTRIE FILTER, WALDECK HOUSE, WALDECK ROAD, MAIDENHEAD, BERKS. SL6 8BR (Maidenhead 34325). (Reported by Jack Little.)
- 2.4 1983 B.G.A. Inspector list. Please check the enclosed list for signs and omissions, and report same in writing to the B.G.A. office.

1st February, 1983.

- 3 -

2.5 1983 PRICE LIST

1)	Glider C of A Renewal	£14-95
2)	B.G.A. Inspector Renewal (including Insurance)	£10-00
3)	"STANDARD REPAIRS TO GLIDERS"	£3-45
4)	AC 43-13 "Acceptable Methods Techniques and Practices-Aircraft Inspection and Repair".	£8-95
5)	Technical Procedure Manual	£1-25
6)	Technical Procedure Manual (Tugs)	£1-25
7)	Forms 267 (B.G.A. General Glider Airworthiness Report)	£3-50
8)	Tug Management Advisory Package	£1-25
9)	Winch and Auto-Tow Equipment	£1-25
10)	Proforma LAMS Schedules (B.G.A. Form T.M.G.) (5)/100 annual inspections)	No charge
11)	M-G Flight Test Form 267 C.F.T.	No charge
12)	M-G Engine Report 267 (M)	No charge

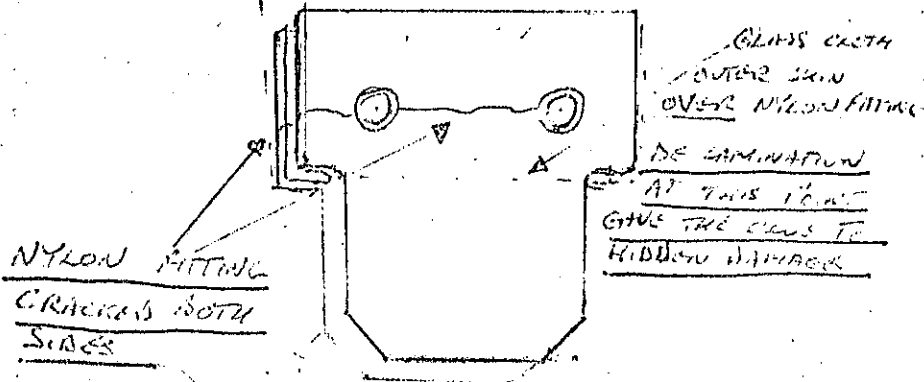


TAIL PLANE

VEGA.

TAIL PLANE TAILING
WITH CARBON CORE
HAD GLASS CLOTH
OVER SKIN.

TAIL PLANE

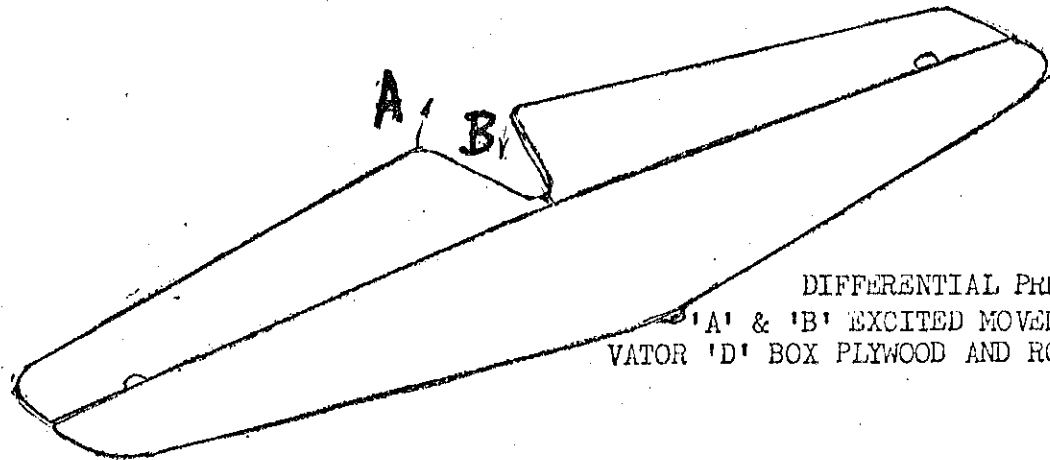


ON THIS OCCASION THE CARBON FIBER CORE
WAS UNDAUNTED

BGA/TNS/1/83.

ELEVATORS

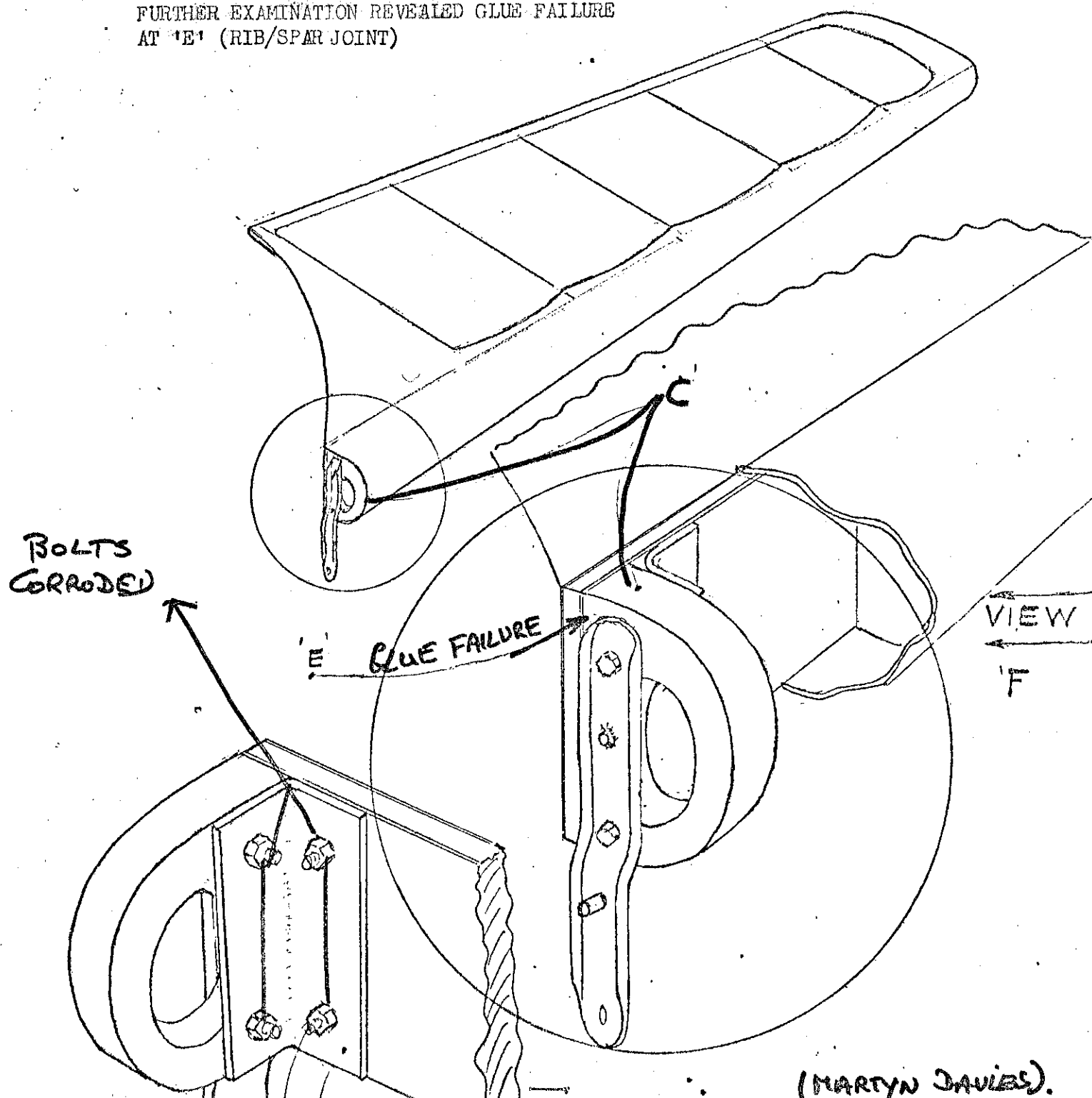
3RA 1566
TNS 1183



DIFFERENTIAL PRESSURE APPLIED AT 'A' & 'B' EXCITED MOVEMENT BETWEEN ELEVATOR 'D' BOX PLYWOOD AND ROOT RIB. (SEE 'C'.)

EXAMINATION REVEALED GLUE FAILURE AT 'C'.

FURTHER EXAMINATION REVEALED GLUE FAILURE AT 'E' (RIB/SPAR JOINT)



(MARTYN JAVIES).

TNS 1/83
To all owners 23/12/82

ASW. 15.

Airworthiness Directive
=====

82-221 Schleicher

Date of issue:
October 25, 1982

Affected sailplanes and powered sailplanes:
German Type Certificate No. 272
ASW 15 and ASW 15B, including existing modifications
into powered sailplanes.

Subject:
1. Elevator actuator bellcrank
2. Operation Manual

Reason:
Possible fatigue failure of the bellcrank actuating
the elevator.

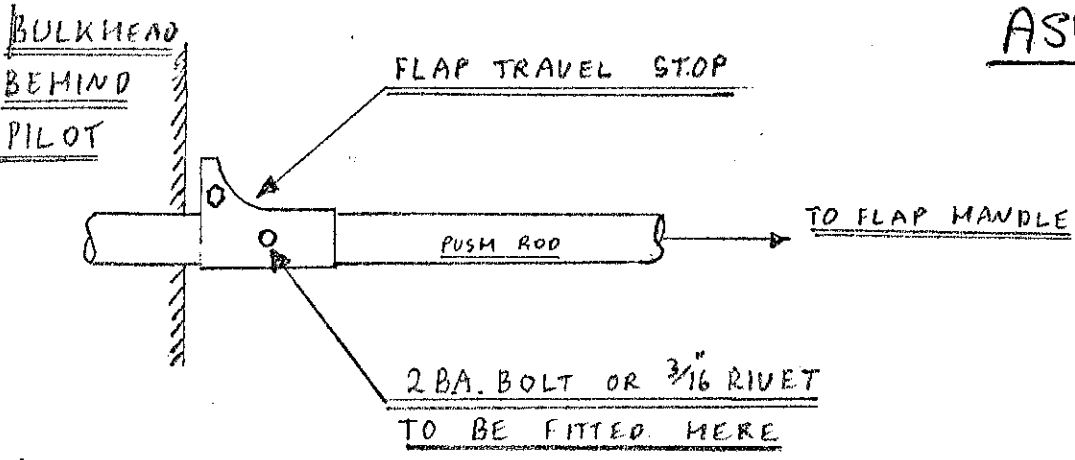
Action and compliance:
Proceed in accordance with the Technical Note.

Technical publication of the manufacturer:
Schleicher ASW 15, ASW 15B Technical Note No. 22
of November 1, 1982,
which becomes herewith part of this AD and may be
obtained from Messrs. Alexander Schleicher, Segelflugzeugbau,
D-6416 Poppenhausen, W. Germany

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

Note:
After the accomplishment of part 2 and 3 of the Technical
Note 22, this Airworthiness Directive replaces LTA 81-265
of January 21, 1982.

ASW 20 FLAP STOP.



(T. MACFADYEN).

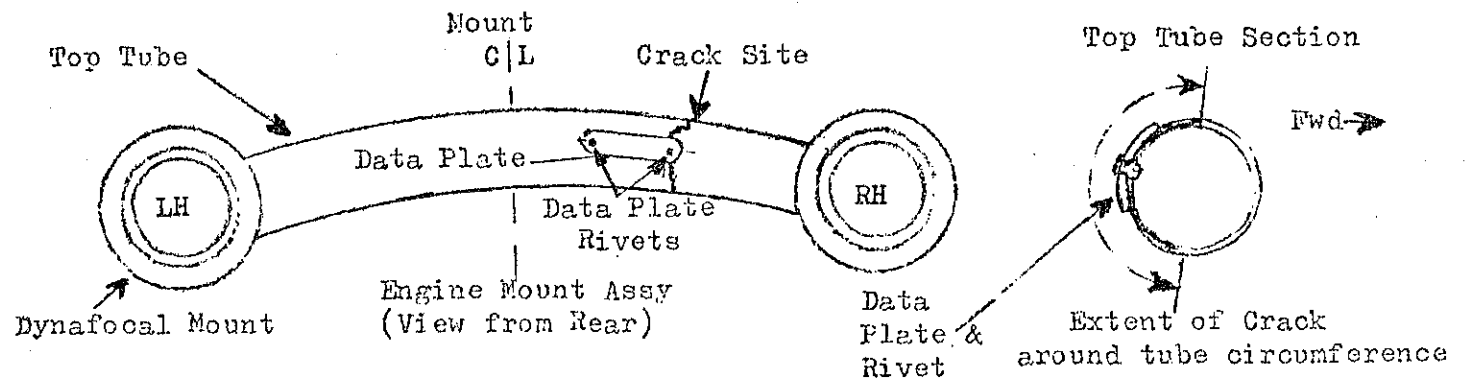
BCA TNS/1/83

5. CRACKED ENGINE MOUNTS

E

Aircraft : SOCATA 892 Rallye 180T
 Date : October 1982

The top centre engine mount tube was found badly cracked (over about 50% of the tube circumference) at the right-hand data plate rivet hole. The mount had been satisfactory at the last check one month previously. It had been fitted 1485 hours previously in response to SOCATA Letter AV/TB No 879/78 of 10 January 1979. The aircraft is used for glider towing, and averages about seven tow cycles per flying hour, so the mount has been subjected to over 10,000 cycles. Another Rallye 180T has twice suffered the same cracking through a data plate rivet hole at 164 and 1543 hours. The reporter suggests that the plate should be attached with adhesive.



CAA Comment:
 On 31 December 1982 the CAA is publishing CAA AD 006-11-82 applicable to MS 892 A/E and MS 893 A/E aircraft. Inspection of the area will be required within 10 hours and thereafter every 50 hours.

Technical Report

RF 4/5. SERIES.

Subject: Damage caused by dampness to the fuselage section and crossbeam of fin on tail unit.

Concerned: FOURNIER RF 4, RF 4 D, RF 5 and RF 5 B SPERBER, all Works numbers.

Priority: Steps 1 and 2: To be taken at the next periodic check or end of year examination - whichever falls first, and a repeat check at the time of every 100th periodic examination and end of year examination.

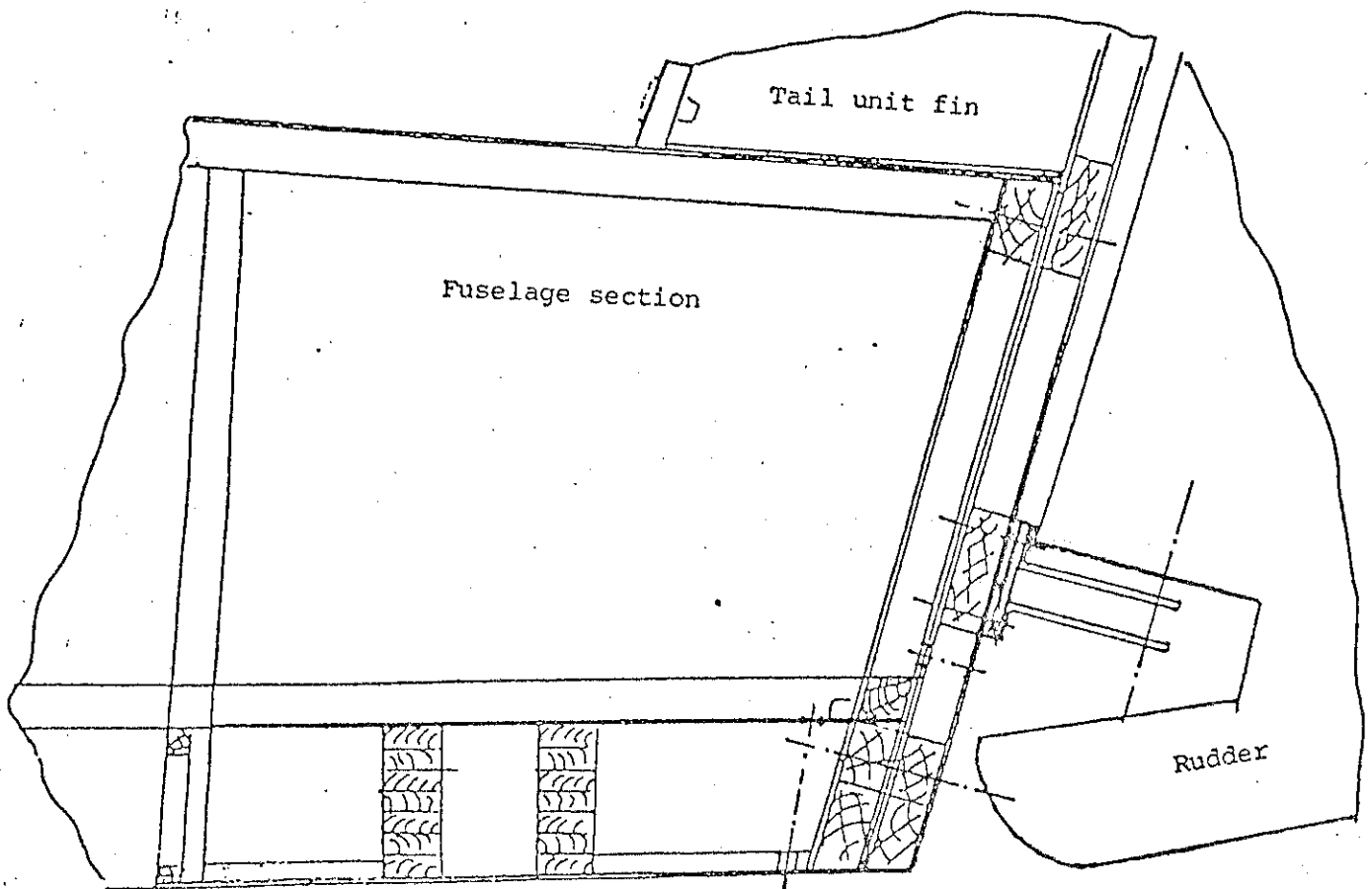
Step 3: To be taken as soon as faults are noticed.

Course of events: During a large-scale repair to an RF5 the underside of the fin crossbeam was noticed to be rotting. This rotting was due to the effect of dampness. Presumably water penetrated into the fin crossbeam over the fuselage section and through the drill-hole for the cable to the navigation light.

- Steps:
1. Examination of the interior condition of the fuselage for damage to the inner preserving agents and to the plywood parts.
 2. Examination of the opening to the drainage hole and the position of the hole in the tail skid. (see sketch). If necessary, new drainage holes should be drilled.
 3. If damage to the preserving agents or to the plywood has occurred in the fuselage, and/or the drainage hole is faulty, an examination of the interior condition of the tail unit fin will be necessary. For this purpose, the rudder will be dismantled and the planking of the fin cross beam in the area shown on the sketch will be opened up in a circular area of about 30mm. If no damage to the wood is discovered, the area can be doubled over with 1.5 mm plywood after renewing the interior preserving agent. For this purpose, clean surfaces of varnish and preserving agent and glue on the plywood part(s) with AERODUX 185.

Cover the repaired area with preserving agent and varnish.
Re-assemble the rudder with new nuts.
Examine the functioning of the controls.

If damage to the wooden structure or serious damage to the preserving agent (grey to black colouration of the plywood) be discovered, a special repair order detailing the extent of the damage with drawings should be requisitioned from us.



Drill hole for navigation light.

- 2 Drainage holes in fuselage section bored at the time near the underbrace. Note: Drill holes must pass through the outer casing and the inner floor.

Instructions:

1. All steps should be carried out on the premises of a trustworthy aeronautical company. The inspection measures should be taken under the jurisdiction of a Grade 3 Inspector and he should make out the certificate.

We recommend that step 3 should be carried out at the premises upon which the aircraft was manufactured.

2. We wish to take this opportunity to reinforce the point that it is of the utmost importance that all drainage holes should be opened in order to forestall damage to all materials.

TNS 6/7/82

REPEATED TNS 1/83.PART 3 MOTOR GLIDER C of A RENEWALS (3 YEARS)

C.A.A. Approval of the B.G.A. Ref DAI/8378/73 (para 6) has been amended as follows:-

"To certify work completed in accordance with approved maintenance schedule reference CAA/LAMS/FW/1978/BGA, and star inspections for aircraft listed in B.G.A. Technical Procedure Manual (Tugs and Gliding Related Powered Aircraft) Appendix 8, at Sites listed in Appendix 8A. For these purposes the persons specified in the B.G.A. Technical Procedure Manual Appendix 8B are approved by the C.A.A. to certify the Annual Check coincident with C of A Renewal as specified in the Maintenance Schedule (i.e. "Star" inspections)."

B.G.A. Explanation. Appendix 8 lists, by registration, all aircraft within Scope of B.G.A. This list will be updated automatically by B.G.A.

Appendix 8A lists all those sites/locations, for which proforma nominations were completed in response to TNS/1/82. (This list will be updated on application).

Appendix 8B lists all B.G.A. Inspectors, current at January 1982. For the purpose of motor-glider "Star" inspection/C of A renewals: signatures are required from person(s) with both Airframe (senior and ordinary) and 'E' (engine) Ratings. (This list will be updated annually).

C.A.A. Charges Ref CAA Notice No. 25 (issue 10/5/82 and subsequent!!). The charge is now £26.00 per 500 Kgs (or part thereof) per year of validity. Typical for a T61 Falke would be (£26 x 2 x 3) = £156.00 for three years (1982 rates!!) If in doubt, consult B.G.A. office.

Documentation. It is now required that the following be sent to the B.G.A. office:-

- (1) Expired C of A.
- (2) BGA Form 267 (Inspection Report Airframe).
- (3) BGA Form 267 M (Inspection Report Engine).
- (4) BGA Form 267 FT (Flight Test Report).
- (5) L.A.M.S. (Blue Book C.A.A. Light Aircraft Maintenance Schedule issued to each registered owner, complete with amendments).
- (6) Cheque for 3 year period of validity.
- (7) C.A.A. Form 202L (Sample attached).

NOTES (1) Please ensure that legible top copies of B.G.A. Forms are forwarded with your application.

(2) LAMS Schedules are required for endorsement by C.A.A. and for proof that each aircraft has up-dated schedules, with which to comply.

(3) C.A.A. Forms 202L are available on request from B.G.A. office.

REPORT AND RECOMMENDATION FOR RENEWAL OF
CERTIFICATE OF AIRWORTHINESS BY AN
ORGANISATION APPROVED IN ACCORDANCE WITH
BCAR, SECTION A, CHAPTER A8-15

DISTRIBUTION		
White	-	CAA Area Office
Pink	-	CAA Area Office
Yellow	-	Aircraft Records
Blue	-	Approved Organisation

NOTE: Where an item is not applicable or appropriate the letters 'NA' should be entered.

1 AIRCRAFT DETAILS

1.1 Registration X Type: PRIVATE Constructor's No: X

1.2 C of A Category: PRIVATE

1.3 Engine Type(s) V Propeller Type(s) X

2 REPORT

2.1 Total hours flown either since manufacture or since initial issue of UK C of A*: X

2.2 Hours flown during each calendar year since C of A issue or last renewal:

X 19 8 hr/19 8 hr/19 8 hr/19 8 hr/19 8 hr/Total X hr

2.3 Aircraft tested to Airworthiness Flight Test Schedule No: BGA Form 267M Issue No: — Date of satisfactory Flight Test: X

2.4 Radio equipment installed is in accordance with Form AD 917 dated: N/A.

2.5 Flight Manual/Pilots Operating Handbook/Owners Manual* is in accordance with Flight Manual checklist dated: N/A.

2.6 Date of Current Weight Schedule: X

2.7 ~~Aircraft is approved for Glider Towing/Parachuting*~~ (BGA OFFICE)

2.8 I confirm that all appropriate CAA requirements and Airworthiness Notices — Contents No: — have been complied with.

2.9 I confirm that compliance with the following, as appropriate, is recorded in the aircraft records:

(a) FAA Airworthiness Directive Vol 1 at Bi-weekly Listing No: N/A

(b) CAA Mandatory Modifications and Inspections Summary, Contents and checklist of pages at Issue N/A dated N/A

(c) Foreign Airworthiness Directives Vol III, Contents and checklist of pages at Issue BGA Annual Summary dated —

(d) CAA Additional Directives, Contents and checklist of pages at Issue +TNS dated —

2.10 The aircraft complies with Specification/Data Sheet/Fiche No.: — Revision/Issue/Edition No: —

Quote Variations: —

3 CERTIFICATION

3.1 STAR INSPECTION

completed on: X

Certified by: BGA/INSP.

Category	Name	Signature No.
<u>X</u>		<u>X</u>

3.2 Certified that the appropriate requirements of BCAR, Section A Chapter A2-5 have been complied with and that the particulars contained herein are correct. It is recommended that Certificate of Airworthiness No: X be renewed for a period of 36 months, in the Private/Aerial-work/Transport Category

Signed: (BGA) Name: (STRATTON)

Organisation: B.G.A.

Approval Ref. No.: DAE/8378/73 Date: (BGA)

The following documents are attached for CAA records: Flight Test Schedule/Flight Manual/Check List/Weight and Centre of Gravity Scheduling

*Delete as necessary

FORM 267
FORM 267M
LAMS.