

B.G.A. TECHNICAL COMMITTEE

TECHNICAL NEWSHEET

TNS/1/2/85

1.0. AIRWORTHINESS 'AGGRO'

The 1985 GREEN PAGES supercede all previous issues which should be scrapped.
Please add the following:-

- 1.1. D.G. 400 (S.L.M.G.) Power Plant Vibration Checks. Cracks in engine/propeller support structure have been attributed to engine vibration. Manufacturer's Tech. Note 826.11, herewith, refers.
- 1.2. D.G. 400 Tech. Note 826/8 increases cockpit weight to 242 lbs. Tech. Note 826/9 revises starter wiring. Copies available from U.K. Agents, Austin Aviation, 122 Main Street, Stillington, York. YO6 1JU.
- 1.3. OPEN CIRRRUS. Speed-brake rod-end failure at threaded portion, in the speed brake box. The geometry of the system induces fatigue. (Reported by Shropshire Soaring Group).
- 1.4. ASW 19 - Elevator disconnected. Successful escape by parachute from a winch launch!
- 1.5. ASW 19/20 Canopy Jettison The Flight Manual draws attention to the need to pull NOT ONLY the JETTISON knob, but also the normal CANOPY Locks. Operates may care to placard this DRILL? (Reported by Tim MacFadyen/C. Batty of Cotswold G.C.).
- 1.6. KA21 Rear Canopy Unlocked Audio Warning System. Yorkshire G.C. have installed proximity switches operating on each locking bolt. Strongly recommended.
- 1.7. KA7/KA2 Damage to Speed-brake linkage. Adjusting the speed-brake stop in the rear cockpit so that the brake-paddles just clear the wings, not only will the closing forces be reduced, but so will potential damage, without degrading brake effectiveness. Reinforced linkage is desirable as illustrated. Refer also to TNS 11/12/84 item 1.5. Details differ for KA2s. (Reported by Tim MacFadyen - Cotswold G.C.).
- 1.8. Motor Glider Powerplants - Control of Vibration Levels. Failures experienced on D.G. 400 could apply to all types of motor gliders. Defects in instruments and avionics are often vibration related. Propeller balance, in particular, should be checked.
- 1.9. Sheibe Bergfalke II, II-55, III, IV. Main Wing Pin - Security. Tech Note 104-17 herewith, is self explanatory.
- 1.10. SF25C, SF25E, SF25K Serial Nos as listed. Bearings in the Control Column. Tech Note 653-47, herewith, is self explanatory. Failures have been reported in U.K. Ref. TNS 3/83 - SO IT COULD HAPPEN TO YOU!
- 1.11. Extracts from C.A.A. General Aviation Safety Information Leaflets and Accident Investigation Dept. Bulletins, attached:-
- a) Substantial damage in X-wind landing
 - b) Exhaust system failure - MS 893 Rallye
 - c) Fatal tug accident.
 - d) Reworked propeller reduces performance.

1.12. Induction Air Filters. F.A.A./A.D. draws attention, yet again, to the catastrophic consequences of collapsing air filters, on engines of all types.

1.13 Winter Flying (Powered Aircraft). Please display the enclosed C.A.A. Safety Sense Leaflet.

2.0. GENERAL MATTERS

2.1. B.G.A. Prices for 1985

Glider C.of A. issue/renewal	£14.95
B.G.A. Inspector Renewal, including £250,000 insurance	£10.00
B.G.A. Technical Procedure Manual	£1.25
AC 43-13 Aircraft Inspection & Repair	£13.15
Block Forms 267 glider inspection	£3.95
Glider log books	£2.75
Standard Repairs to Gliders	£3.45

2.2. C.A.A. Charges (S.L.M.G.) £27 per 500 kgs, per year, typically for 550 kg M.G. £54 x 3 = £162.
For initial issue of type already approved add £41 surcharge.

2.3. C. of A. Renewals - S.L.M.G.s. on L.A.M.S. Operators are reminded that the C.A.A. Light Aircraft Maintenance Schedule allows renewals to be submitted 62 days before expiry. So why wait until the last day!

The latest issue of the L.A.M.S. Schedule must be forwarded for endorsement, together with
B.G.A. Form 267 (airframe)
" " " 267 M (motor)
" " " 267 FT (flight test report)
C.A.A. Expired C. of A.
Cheque for C.A.A. Fees
L.A.M.S. (Blue Book) Latest Issue
A C.A.A. form A/D 202L - stocks available from B.G.A. office

2.4. Daily Inspection Records - Tugs & S.L.M.G.s. Article 3 of the AIR NAVIGATION ORDER on 21st December 1984. It implies that pre-flight checks under the L.A.M.S. Schedule are mandatory, and commonsense dictates that the first pre-flight of the day (L.A.M.S. check A) should be recorded.

FINALLY A Happy New Year to all our readers, coupled with a resolution that they pass on to all interested parties, the pearls of wisdom contained in B.G.A. bi-monthly Technical News Sheets and the 1985 Green Pages.

R.B. STRATTON
CHIEF TECHNICAL OFFICER
1st February 1985

27. SEP. 1984

If washers are necessary, longer bolts
M 10 x 25 DIN 912 8.8 zn or DIN 7984 8.8 zn
are to be used.

To secure the bolts use Loctite 72 b (672).

The secured bolts are to be marked with red paint
covering a part of the bolt head together with the
plate. Torque M10 4 daNm (30 ft lb.).

Tension the drive belt again, see maintenance
manual section 4.1. *p. 36*

If necessary adjust the propeller position sensor
by moving it sideways, see maintenance manual
sect. 4.1.13.

Necessary

materials:

A 2 rubber shock mounts form 315 10/VA made from
X 5 Cr Ni 18-9

8 self locking nuts M 6 DIN 985.8 zn or DIN 980.8 zn

B if necessary

2 bolts M 10 x 25 DIN 912 8.8 zn or DIN 7984 8.8 zn

2 washers 10,5 DIN 125 b St zn

2 tolerance washers 10,5 1 mm thick

The above mentioned parts will be supplied by the
Glaser-Dirks factory.

C Loctite 72 b

marking paint for the screwed connections

Remarks:

This instructions may be executed by a licensed work
shop or by a licensed inspector and are to be entered
in the logbooks mentioning TN 826/11.

7520 Bruchsal 4, 29.08.84/ch

Wilhelm Dirks

17. Sep. 1984



Spore

Approval of translation has been done by best knowledge
and judgement. - In any case the original text
in German language is authoritative.