

BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET 1/2/86

PART 1 AIRWORTHINESS "AGGRO"

- 1.1 a) The 1986 "BGA Compendium of Airworthiness Directives, Mandatory Modifications and Special Inspections" is enclosed herewith. Please destroy all previous issues, and notify any errors or omissions to the BGA Office.
- b) In respect of UK Civil Registered Motor-Gliders, CAA "Mandatory Aircraft Modification and Inspection Summary" (UK Manufacturers), or "CAA Foreign Airworthiness Directives Vol III", should be consulted. Extracts will, however, be repeated in BGA TNS. (Current issues for RF3/4/5, Glaser-Dirks DG 400, Hoffman H36 Dimona and ICA BRASOV IS28M2 - attached.)
- c) BGA Inspectors are reminded of their responsibility to check compliance before completing BGA Inspection Form 267 (Item 58).
- 1.2 Tost Hook Hang-Ups, Ka 13's (Winch), when used with OTFUR rings. Reported by Dorset Club, who now use TOST rings in TOST Hooks
- 1.3 Tost Hook Hang-Ups, DG 101, on aerotow using Tost rings. Lasham have reported the problem to both Glaser-Dirks and to Tost. (Hook is the version installed with side guide plates.)
- 1.4 Tost Hook Hang-Ups, Twin Accro (Air Cadets). The outcome of the investigation into random winch hang-ups is still awaited.
- 1.5 Grob Twin-Astir (II). Inspection of Aileron Mass Balance attachment is required asap. Evidence of insecurity has been found on BGA machine on C of A renewal. (Reported to Soaring Oxford and Grob.)
- 1.6 Extracts from CAA General Aviation Information Leaflets, available from CAA, SDAU, Brabazon House, Cromwell Road, Redhill, Surrey, RH1 1SQ, Annual sub (UK) £6.00
- a) WILGA - unlocked fuel drain causes forced landing
- b) Soccata Rally - Nosewheel axle failure (3rd case)
- c) Chipmunk - Cable failure causes asymmetric flap

PART 2 GENERAL

- 2.1 Cirrus (STD) 50% Speed-brake Improvement. Modification BGA/Cirrus/1/86 has been devised by T McFadyen, Cotswold GC, and could be applicable to other similar types.
- 2.2 GRP Repair Manual. The Slingsby "VEGA" Manual is available from the BGA Office (£24), and should be used to supplement the repair procedures outlined in most Manufacturer's Manuals for specific types.

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- 2.3 Radio Installations in Self-Launching Motor-Gliders and Sailplanes.
BGA Tech Note RAD/INST/86 herewith, provides guidelines for radio installations, and for means of compliance with BCAR Section R, where CAA Approval is required. (Additional copies from BGA Office.)
- 2.4 "AVGAS/MOGAS/Alcohol and Sinking Floats", herewith, is an attempt to assemble relevant facts and to state the BGA's recommendations to CAA in respect of the restrictive sources of Mogas in Notice 98. We understand that UK automotive component manufacturers have been testing for years in fuel, to which alcohol has been added, as used in Germany. It is therefore reasonable to suppose that fuel system components in the engines of self-launching motor-gliders of German origin will be inoculated against alcohol in Mogas?
- 2.5. IS.28 B2 Removal of Dural Forkends - Modification kits (F.O.C.) are available from The Classic Aeroplane Company, Staverton Airport, Cheltenham, Glos. tel 0452 85661 as required by Service Bulletin IS 28-B2-E0-14.

R. B. STRATTON
Chief Technical Officer
February 1986

Issue 4
April 1983

FOURNIER RF3, RF4 and RF5 SERIES

<u>CAR AD No.</u>	<u>Associated Material</u>	<u>Description</u>	<u>Applicability - Compliance - Requirement</u>
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BUREAU VERITAS AIRWORTHINESS DIRECTIVES AND ASSOCIATED SERVICE INFORMATION

67-39-1		<u>Wing Skin</u> - Inspection for cracks and deterioration of glued joints.	Applicable to all RF3 Series aircraft. INSPECT the critical zone every 30 flight hours until modified in accordance with Service Bulletin Alpavia No.2.
72-52		<u>Rudder Control Cables</u> - Inspection for signs of friction of control cables against the rear transverse ground control bar.	Applicable to all RF5 Series aircraft. INSPECT for signs of friction not later than 15 May 1972. Replace cables if necessary in accordance with Service Bulletin No.S.01.72.
72-53		<u>Propeller Fixing</u> - Replacement of fixing bolts.	Applicable to all RF5 Series aircraft. Replace fixing bolts within 100 flight hours from 16 March 1972 in accordance with Service Bulletin No.S.02.72 and Constructors Instruction No.A-04-72.
75-76		<u>Operating Limitations</u> - Normal category certification only.	Applicable to all RF3 Series aircraft. Install a plate in the cockpit on the wheel well with the following notice no later than 15 May 1975: "U category operation and spins prohibited".
83-49		<u>Bottom Rear Fuselage Box and Rudder Post</u> - Inspection for damage caused by excessive humidity.	Applicable to all RF4D and RF5 Series aircraft. INSPECT for damage no later than 100 flight hours from 30 March 1983. Damage to be repaired before further flight in accordance with Service Bulletin No.S.02.82.

SPORTAVIA-PUTZER RFF5 SERIES

<u>CAA AD No.</u>	<u>Associated Material</u>	<u>Description</u>	<u>Applicability - Compliance - Requirement</u>
	Luftfahrt Bundesamt AD No.	LUFFFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES	
72-24		Remove ground handling bar from the fuselage and inspect for grinding marks in longitudinal direction of the fuselage centre-line.	Applicable to all Serial Nos. Compliance required before next flight.
72-25		Replacement of propeller boss bolts and centering bushings.	Applicable to all Serial Nos. Compliance required at next 100 hour inspection. Working Instruction A-04-72 and Service Letter S-02-72 refer.
79-533/2		Installation of elevator balance weights.	Applicable to all RS 180 aircraft up to and including Serial No. 6022. MODIFY in accordance with Sportavia-Putzer Modification No. 23 prior to next flight.

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GLASER-DIRKS DG-400 SERIES MOTOR GLIDERS

<u>CAA AD No.</u>	<u>Associated Material</u>	<u>Description</u>	<u>Applicability - Compliance - Requirement</u>
		<u>LUFFFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES</u>	
83-171		Flexible wing fuel tanks.	Applicable to DG-400 Serial Nos as detailed in Airworthiness Directive. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/3 also refers.
84-155		Rotax 505 engine, canopy jettison device, DEI, towing cable release mechanism.	Applicable to DG-400 Serial Nos 4-1 to 4-87. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/6 also refers.
84-157		Power plant, vibration cracks.	Applicable to DG-400 all Serial Nos. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/11 also refers.
85-219		Replacement of fuel shut off valve gaskets.	Applicable to DG-400 Serial Nos 4-1 to 4-140. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/14 also refers.
85-223		Powerplant - cable guides - inspection to prevent possible fouling of engine extension.	Applicable to DG-400 Serial Nos 4-1 to 4-140. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/15 also refers.

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August 1985GROB G109 SERIES MOTOR GLIDERS

<u>CAA AD No</u>	<u>Associated Material</u>	<u>Description</u>	<u>Applicability - Compliance - Requirement</u>
83-6		<u>PART I - LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES</u> <u>Flight Manual</u> - Correction of pages.	Applicable to all Serial Nos. Exchange pages 4, 11, 31, 37, 41 and 43 of the Flight Manual dated 14-12-1982 on or before 31 March 1983 for new ones. Grob Technical Note No. 817-8 refers.
83-104		<u>Gravity Range</u> - Correction of Flight Manual and procedure for spin recovery.	Applicable to all Serial Nos. Action to be accomplished in accordance with Grob Technical Note No. 817-10 not later than 15 July 1983.
85-132		<u>Main Landing Gear</u> - Fractures of the undercarriage legs.	Applicable to G109 and G109B Serial Nos. as detailed in L.B. Airworthiness Directive 85-132. Compliance required as detailed in Airworthiness Directive. Grob Technical Information TM 817-19 also refers.

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November 1985

ICA BRASOV MOTOR GLIDERS

CAA AD No Description Applicability - Compliance - Requirement

Associated Material

PART 1 - ICA BRASOV SERVICE BULLETINS CLASSIFIED AS MANDATORY BY ROMANIAN DCA

IS-28M2/CO-2	Product improvement.	Applicable to all IS-28M2 motor gliders. Modifications 145, 147, 149, 153, 154, 155, 156, 165 and 167 should have been embodied prior to 1983.
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IS-28M2/EO-3	Placard - landing gear lock.	Applicable to all IS-28M2 motor gliders. Modification 198 should have been embodied by 15 March 1979.
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IS-28M2/CO-4	Landing gear - Down and locked indicator.	Applicable to all IS-28M2 motor gliders. Compliance with Service Bulletin by 30 August 1979.
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IS-28M2/EO-5	Maintenance practices and Flight and Maintenance Manual amendments.	Applicable to all IS-28M2 motor gliders up to Serial No 33 except Serial Nos 04, 07, 09 and 23. Should have been complied with prior to 1983.
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IS-28M2/EO-8	Overhaul life.	Applicable to all IS-28M2 motor gliders.
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IS-28M2/EO-10	Flight Controls.	Applicable to all IS-28M2 motor gliders. Compliance required by 1 March 1983.
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<u>CAA AD No</u>	<u>Associated Material</u>	<u>Description</u>	<u>Applicability - Compliance - Requirement</u>
	IS-28M2/E0-13	Replacement of rudder bar axle fixing rivet.	Applicable to IS-28M2 and IS-28M2A Serial Nos as detailed in Service Bulletin. Compliance required as detailed in Service Bulletin.

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PART 2 - ADDITIONAL ITEMS CLASSIFIED AS MANDATORY BY THE CAA

<u>CAA AD No.</u>	<u>Associated Material</u>	<u>Description</u>	<u>Applicability - Compliance - Requirement</u>
014-11-82		Flight Controls - Inspection of aileron control rods and control cables turnbuckle locking wire.	Applicable to all IS 28M2 aircraft. Compliance required as detailed: (a) INSPECT the control rod in the wing connected to the aileron for bowing not later than 31 January 1983. Replace if found bowed. (b) INSPECT the control rod before flight if aileron has been forced through mis-handling during ground handling. Replace before flight if found bowed. (c) INSPECT the control rod before further flight if aircraft has been subjected to an uncontrolled tail slide during aerobatic manoeuvres. Replace before flight if found bowed. (d) INSPECT cable turnbuckles on control cables not later than 31 January 1983; if locking wire is made from brass replace with steel locking wire.

<u>CAA AD No.</u>	<u>Associated Material</u>	<u>Description</u>	<u>Applicability - Compliance - Requirement</u>
85-34		Prohibition of aerobatics including spins.	Applicable to all aircraft serial numbers. Compliance required as detailed in AD. Hoffmann Technical Notice 12 also refers.
85-128		Fuel tank - restriction of fuel feed to engine by deposits in the fuel tank.	Applicable to all aircraft serial numbers up to and including construction year 1984. Compliance required as detailed in AD. Hoffmann Technical Notice 13 also refers.

Civil Aviation Authority

**FOREIGN AIRWORTHINESS DIRECTIVES
Volume III**

<u>CAA AD No.</u>	<u>Associated Material</u>	<u>Description</u>	<u>Applicability - Compliance - Requirement</u>
002-08-85	CAA Letter ref. 9/97/CtAw/119 dated 31 July 1985	Stabilisers - Inspection of the forward tailplane attachment rod end.	Applicable to all aircraft. Before further flight then at intervals not exceeding 50 flight hours. INSPECT in accordance with procedure detailed in AD.
010-08-85	CAA Letter ref. 9/97/CtAw/119 dated 23 August 1985	Flight controls - Check of the elevator control system for correct connection.	Applicable to all aircraft. Before further flight and at each rigging of the tailplane.

PART 2 - ADDITIONAL ITEMS CLASSIFIED AS MANDATORY BY THE CAA

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HOFFMANN H36 DIMONA MOTOR GLIDER

<u>CAA AD No.</u>	<u>Associated Material</u>	<u>Description</u>	<u>Applicability - Compliance - Requirement</u>
		<u>PART 1 - LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES</u>	
82-236		Aileron, elevator and wings - Possibility of water accumulating.	Applicable to aircraft serial numbers up to and including 3619. Compliance required as detailed in AD. Hoffmann Technical Notice 2 also refers.
82-237/2		Inspection of composite skin on the wings.	Applicable to aircraft serial numbers as detailed in AD. Compliance required as detailed in AD. Hoffmann Technical Notice 3 issue 2 also refers.
83-156		Fuel tank - ascertain cubic capacity.	Applicable to aircraft serial numbers as detailed in AD. Compliance required as detailed in AD. Hoffmann Technical Notice 6 also refers.
83-157/2		Inspection and modification of engine brackets.	Applicable to aircraft serial numbers as detailed in AD. Compliance required as detailed in AD. Hoffmann Technical Notice 7 issue 2 also refers.
84-205		Fuel system - Engine failure due to formation of vapour bubbles in the fuel pump, filter and lines at an ambient temperature of 25°C.	Applicable to aircraft serial numbers up to and including 36143 and 3539. Compliance required as detailed in AD. Hoffmann Technical Notice 11 also refers.