BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET (TNS) 1/2/95

PART 1 **AIRWORTHINESS "AGGRO"**

Herewith the BGA's 1995 Compendium of Airworthiness Directives (A/D's), Mandatory Modifications , Special Inspections and Check List of Defects.

In addition, CAA Foreign Airworthiness Directives Vol III, are included at their current issue in attached TNS 1/95.

All such documents must be consulted and complied with to ensure continuing standards of airworthiness.

1.1. LS6C - Jamming of Speed Brakes in open position, Fibreglass right-angle section from airbrake cap to the front of the aluminium paddle should be cut down to approx 10 mm (i.e. cut-off first 15 mm)" - (Consult Martyn Wells 060-885-790).

1.2. RF5 - Folding Wings! Extract from AAIB Report herewith - highlights the problem of unlocked wings on take-off. (Also reported by CAA Norway).

1.3. Cirrus/Janus/Nimbus 2M Reinforcement of horizontal stabiliser (tailplane). LBA A/D 95-015 (herewith) draws attention to the problem, and to relevant Tech Notes. Details from UK Agents Southern Sailplanes (0488 71774).

1.4. Nimbus 3 (DT) - Cracks in GRP Structure supporting front control column - notified to owners - sketch from Severn Valley Sailplanes herewith.

1.5. Rotax 912A Series Engines (S.L.M.G's) A/D 80 (Austro) herewith draws attention to IGNITION defect.

1.6. Janus CM - Starter Motor attachment, in flight failure. Inspect/Replace. (Clevelands G.C. - Dishforth).

1.7. ASH 25 - Internal damage to flaps and ailerons, due to eruption of "Rohacell" acrylic foam, evidenced by surface bulges. Cause still under investigation. (Reported by Richard Blackmore 0809 890469).

1.8. S.L.M.G's - Mandatory Airworthiness Directives Published by CAA in Foreign A/D's Vol III, at latest issue, are copied herewith for :- Grob 109, Hoffmann H36 Dimona, PIK 20E, Valentin Taifun, Janus CM, ICA Brasov, IS28M, Stemme 10, Sportavia RF4 & RF5. A/D's for Scheibe and Slingsby T61 series are published in BGA Annual Summery of Mandatory Mods and Inspections.

PART 2 **GENERAL MATTERS**

2.1. Weak-Link Ratings are currently up-dated in this TNS.

2.2. Cleaning Solvents containing high concentrations of alkalines, may cause damage to foam filled structures and also to aluminium components.

2.3. Tug & S.L.M.G. C.of.A. Renewals on CAA Form 202L. A simplified method of recording flying times during the previous 3 years is outlined in the attached CAA document. "Declaration of Hours Flown" (herewith).

2.4. BGA 1995 "SHOPPING" LISTS of Goods and Services and present charges are attached.

2.5. "DYNAFOAM" (Energy Absorbing) Cushions have been extensively tested by Dr. Tony Segal (Lasham) at Defence Research Agency, Centre for Human Sciences, Farnborough, and give "significant reductions in lumber spinal loads". Why not fit them to your "undersprung" sailplanes. (Available from RD Aviation 0865 841441).

2.6. Rotax (Bombadier) Engines & Spares may be available from Cyclone Hovercraft (Nigel Beale) 0926 612188 near Leamington Spa.

HAPPY NEW YEAR

Dick Stratton
Chief Technical Officer

SAFETY REGULATION GROUP

Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Direct Dial 01293 573157
Direct Fax 01293 573972

Switchboard 01293 567171
Fax 01293 573999
Telex 878753

To Whom It May Concern

Our ref 9/23/4/1B

1 January 1995

Dear Sirs

DECLARATION OF HOURS FLOWN ON THE AD202 (*)

The hours flown details on the AD202 (*) are required for statistical purposes. The hours flown for the year have been obtained by adding the previous part year hours to that of the subsequent renewal hours. This declaration is time consuming for both industry and the Authority.

It has been agreed that the breakdown of hours will no longer be required as from 1 January 1995. From this date it will only be necessary to declare the total hours flown since manufacture to 31 December of the year prior to the renewal.

The above procedure will apply to both one and three year renewals - in each case only one total is required.

The AD202 (*) series of reports will be reprinted to reflect both the new requirements for hours flown and also to clarify other statements on the form.

Until these forms are available, please amend the hours flown section to refer to **"hours flown since manufacture to 31 December prior to the renewal,"** example form attached. It is not necessary to make any other amendments to the existing form.

If at this time any recommendations have been completed, then they may be submitted without alteration, as the change will be corrected by the Authority.

NOTE: It is the intention of the Authority to standardise the use of the AD202NR with the associated NR Certificate of Airworthiness for all aircraft including those aircraft below 2730 kg from July 1995. All applicable organisations will be advised of the change to the procedure in due course. It follows that from July the AD202L will no longer be used.

Yours faithfully

D W Fautley
Head of Applications and Certification Section

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TO OWNERS 3/1/95

BRITISH GLIDING ASSOCIATION
KIMBERLEY HOUSE,
VAUGHAN WAY, LEICESTER,
TEL. LEICESTER (0533) 531051

Telephones
Workshop & Fax - 01452 741463
Mobile - 0860 542028
Home - 01453 544107

PASSAGE FARM
PASSAGE ROAD
ARLINGHAM
GLOUCESTER GL2 7JR

Martin Carolan

COPY
BGA
R. JONES

NIMBUS 3

30/12/94

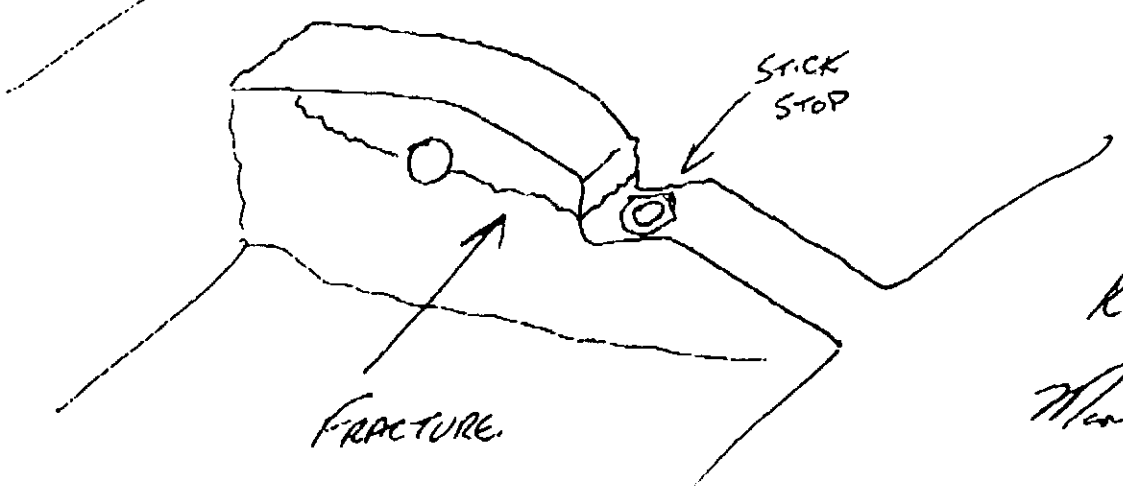
DEAR SIRS

WHILE CARRYING OUT A C of A INSPECTION TO A NIMBUS 3DT (SER N°63) RECENTLY IT WAS NOTICED THAT THE FRONT STICK MOUNTING WAS SPLIT THROUGH.

THIS ITEM IS MADE of GRP ROVINGING AND HAD FRACTURED ACROSS THE MOUNTING HOLE FOR THE INBOARD STICK MOUNTING POINT

IN VIEW of THE SERIOUS NATURE of THIS FAILURE I FEEL IT OUGHT TO BE BROUGHT TO THE ATTN of OTHER OWNERS AND POSSIBLY THE MANUFACTURERS

BELOW IS A ROUGH SKETCH of THE AREA.



REGARDS

Martin Carolan

1/4 TIME

B.G.A. WINCH/AUTO TOW WEAK LINKS

Revised April 1991 From TOST DATA SHEET 2/4/90 With Amendment As Authorised By B.G.A.*

	NOT EXCEEDING KP			NOT EXCEEDING KP	
ASTIR (s) Single	600	No.4	Eagle	600	No.4
TWIN ASTIR	845	No.3	EON. PRIMARY	500	No.5
ASH 25	900	No.2.	EON. BABY	600	No.4
ASK 14	830	No.3	ELF.S.2.	540	No.5
ASK 15	500	No.5	Falcon	500	No.5*
ASK 17	600	No.4	Fauvel	500*	No.5
ASK 19	600	No.4	Fauvette 905	500*	No.5
ASK 20	600	No.4	FOKA 3/4/5	720	No.4
ASK 21	1000	No.1	Geier II	765	No.3
ASK 22	900	No.2	Glasflugel 604	850	No.2
ASK 23	680	No.4	Goevier III	1030	No.1
ASK 24	600	No.4	Grunau /5	540	No.4
AV.36	600	No.4	Gull 1/3/4	500	No.5
Austria Std.	670	No.4	Harbinger	500	No.5*
BergFalke 2	970	No.2	Hornet	500	No.5
BergFalke 3	1070	No.1	Hutter 17	500	No.5
BergFalke 4	750	No.3*	Iris (D77)	500*	No.5
Bijave (WA30)	600*	No.4	IS.28B2	600	No.4
Blanik	630	No.4	IS.29/30/32	500	No.5
Bocians	1000	No.1	Jantor Std	530	No.5
Breguet 905	600	No.4	Jantar 2	600	No.4
BG. 135	600	No.4	Jantar 3	600	No.4
Cadet Mk1 & 2	500	No.5	Janus B	600	No.4
Cadet Mk3 (T31)	500	No.5	Janus C	750	No.3
Caproni A21	600	No.4	Jaskolka	500*	No.5
Capstan	600*	No.4	Javelot	500*	No.5
Carmam JP15	600	No.5	Junior	500	No.5
Centrair 101	600	No.4	JP 36A	500*	No.5
Cirrus	860	No.2	KA 1 & 3	450	No.6
Cirrus (Std)	600	No.4	KA 2	600	No.4
Cumulus	540	No.5	KA 4	900	No.2
Cobra	600	No.4	KA 6	650	No.4
Condor	1000	No.1	KA 7	1080	No.1
			KA 8	668	No.4
Dart 15/17/	500	No.5	KA 13	1080	No.1
Delphin	700	No.4	Kestrel 17/19	630	No.4
Diamant 16.5/18	935	No.2	Kite 1.2B	500*	No.5
Discus	650	No.4	Kranich II/III	960	No.2
DG 100/200/	500	No.5	Kranjanek	500*	No.5
DG 400	500	No.5	LAK 12	600*	No.4
DG 300/600	680	No.4	Libelle (201)	500	No.5
Doppleraab	800	No.3	Libelle H.301	670	No.4

	NOT EXCEEDING KP	
LS 1	500	No.5
LS 3	600	No.4
LS 4	600	No.4
LS 6	600	No.4
LS 7	600	No.4
LO-100	650	No.4
M 100	500*	No.5
M 200	600*	No.4
Meise	670	No.4
MG 19A	950	No.2
Mosquito	650	No.4
Moswey	650	No.4
Minimoa	500	No.5
Mucha Std.	820	No.3
MU 13	535	No.5
Nimbus 2	600	No.2
Nimbus 3	750	No.3
Nimbus 3.24 &3D	1040	No.1
Nimbus - Mini	600	No.4
Olympia 1&2	500*	No.5
Olympia 460/463	500*	No.5
Olympia 419	600*	No.4
Peak 100	600*	No.4
Petrel	500*	No.5
Phoebus (all)	1000	No.1
PIK 20E	600	No.4
PIK 16/20	530	No.5
Pilatus B4	500	No.5
Pirat	600*	No.4
Prefect	500*	No.5
Puchacz	750	No.3
Rheinland	500*	No.5
Rhonlander 2	500*	No.5
Rhonlerche 2	900	No.2
Rhonsperber	500*	No.5
Sagitta	600*	No.4
SB.5	600*	No.4
SF.26	650	No.4
SF.27A	750	No.3
SF.34	600	No.4
S.G.38	300	No.7
SHK	700	No.4
SIE 3	700	No.4
Silene (E.78)	600*	No.4
Sky	500	No.5
Skylark 1.2.3.4.	500	No.5
Spatz	520	No.5
Sperber	1030	No.1
Suid III	500	No.5
Swallow	500	No.5
Swift	500	NO.5

	NOT EXCEEDING KP	
T.21	500*	No.5
T.31	500*	No.5
T.53/YS53	750*	No.3
Torva	500*	No.5
Tutor	500*	No.5
Vega	600	No.4
Ventus	650	No.4
Viking (V.G.C.)	500*	No.5
Wassamer WA26	500*	No.5
Weihe	670	No.4
Zugvogel 1.2.	720	No.4
Zugvogel 3.	742	No.4
Zugvogel 4	690	No.4
ME7	500	No.5

TOST COLOUR CODING

Black	No.1	1000 daN	= 2200 lbs
Brown	No.2	850	= 1870 lbs
Red	No.3	750	= 1650 lbs
Blue	No.4	600	= 1320 lbs
White	No.5	500	= 1100 lbs

N.B. If in doubt:

Tost apply a factor of 1.3 x Max all up weight of glider to determine Weak Link Strength for winch/autotow.

DATA FROM TOST Kindly Supplied to BGA By Chiltern Sailplanes Ltd, Booker Airfield, Marlow, Bucks. SL7 3DR. 0494-445854

ISSUE 7 **Amendments as indicated in BOLD.**

REVISED TS 1/95

INS 1/2/91

Issue 7
October 1990

HOFFMANN H36 DIMONA MOTOR GLIDER

CAA AD No.	Associated Material	Description	Applicability - Compliance - Requirement
		PART 1 - LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES	
	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.

CAA AD No.	Associated Material	Description	Applicability - Compliance - Requirement
	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.
	85-128/2	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.
	86-177/3	Wings - Fuselage joint additional bracing.	Applicable to aircraft serial numbers as detailed in AD. Compliance required as detailed in AD. Hoffmann Technical Notice 19 also refers.
	87-93	Inspection of front fixing of the horizontal tail/elevator unit.	Applicable to all aircraft serial numbers. Compliance required as detailed in AD. Hoffmann Technical Notice 15 also refers.
	87-94	Inspection of shoulder harness fastenings.	Applicable to aircraft serial numbers 3501 to 3539 and 3601 to 36143. Compliance required as detailed in AD. Hoffmann Technical Notice 17 also refers.
	88-108	Wings - Measurement differences in the main bolt area.	Applicable to all aircraft serial numbers up to 36268. Compliance required as detailed in AD. Hoffmann Technical Notice 24 also refers.

CAA AD No.	Associated Material	Description	Applicability - Compliance - Requirement
		PART 2 - ADDITIONAL ITEMS CLASSIFIED AS MANDATORY BY THE CAA	
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.
008-09-86	CAA Letter ref. 9/97/CtAw/119 dated 26 September 1986	Flight limitations - Variation of the requirements of LBA AD 86-177/2.	Cancelled and superseded by LBA AD 86-177/3.

TNS 11/12/92

Issue 7
November 1992

SPORTAVIA-PUTZER RF4 AND RF5 SERIES MOTOR GLIDERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
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 RF5 aircraft. Compliance required as detailed in Airworthiness Directive.
72–25	Replacement of propeller boss bolts and centering bushings.	Applicable to all RF5 aircraft. Compliance required at next 100 hour inspection. Working Instruction A–04–72 and Service Letter S–02–72 refer.
83–15	Inspection/repair of aft fuselage and vertical fin spar.	Applicable to all RF4, RF4D, RF5 and RF5B aircraft. Compliance required as detailed in Airworthiness Directive. Technical Note S–02–82 also refers.
85–207	Inspection/replacement of the rear stabiliser mounts.	Applicable to all RF4D and RF5 aircraft. Compliance required as detailed in Airworthiness Directive. Technical Note S–01–85/1 also refers.
92–351	Inspection/replacement of the plain bolts in the speed brake assembly.	Applicable to RF5 and RF5B aircraft all Serial Nos. Compliance required as detailed in Airworthiness Directive. Aviostar Service Bulletin S–02–91 also refers.

Issue 5
October/November/December 1986

ICA BRASOV MOTOR GLIDERS

CAA AD No	Associated Material	Description	Applicability - Compliance - Requirement
	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.
	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.
	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.
	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.
	IS-28M2/EO-8	Overhaul life.	Applicable to all IS-28M2 motor gliders.
	IS-28M2/EO-10	Flight Controls.	Applicable to all IS-28M2 motor gliders. Compliance required by 1 March 1983.

CAA AD No	Associated Material	Description	Applicability - Compliance - Requirement
	IS-28M2/EO-11	Replacement of speed limitation placard and amending of the Flight and Maintenance Manuals.	Applicable to all IS-28M2 motor gliders. Compliance required as detailed in Service Bulletin.
	IS-28M2/EO-12	Safe and service life increase.	Applicable to all IS-28M2 motor gliders. Compliance required as detailed in Service Bulletin.
	IS-28M2/EO-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.

CAA AD No.	Associated Material	Description	Applicability - Compliance - Requirement
PART 2 — ADDITIONAL ITEMS CLASSIFIED AS MANDATORY BY THE CAA			
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.

Issue 2
October 1994

STEMME S10 SERIES MOTOR GLIDERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
92–197	Replacement of the front O-ring at the mounting part of the pitot tube.	Applicable to S10 serial numbers up to 35. Compliance is required as detailed in AD. Stemme Technical Bulletin No. 31–10–003 also refers.
94–260	Flight Controls – Inspection of the turn buckle eye bolt in the rudder control cable system.	Applicable to S10 serial numbers 10–03 to 10–58. Compliance is required as detailed in AD. Stemme Service Bulletin No. A31–10–018 also refers.

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VALENTIN TAIFUN 17E SERIES MOTOR GLIDERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
85–29	Flight Controls – Elevator control connection. Tailplane mounting. Landing Gear – Actuating struts of main gear and nose gear. Securing the bearing of the main landing gear. Electrical Power – Push button starter. Fuel – Emergency fuel shut-off valve.	Applicable to all Serial Nos. until 1032. Compliance required as detailed in Airworthiness Directive. Valentine Technical Note 3/818 also refers.
85–129	Improvement of the stall characteristic.	Applicable to all Serial Nos. Compliance required as detailed in Airworthiness Directive. Valentin Technical Note 4/818 also refers.
85–263	Installation of a stall warning device.	Applicable to all Serial Nos. Compliance required as detailed in Airworthiness Directive. Valentin Technical Note 8/818 also refers.

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
86–137	Inspection and modification of tailplane front mounting.	Applicable to all Serial Nos. Compliance required as detailed in Airworthiness Directive. Valentin Technical Note 10/818 also refers.
87–84	Inspection of rudder pedals and airbrake actuating levers, revision to flight manual limitations.	Applicable to all Serial Nos. Compliance required as detailed in Airworthiness Directive. Valentin Technical Note 11/818 also refers.
87–135	Correction of the permissible CG of empty aircraft and pilot's weight leverarm. Extension of the permissible range for the CG in flight.	Applicable to all Serial Nos. Compliance required as detailed in Airworthiness Directive. Valentin Technical Note 12/818 also refers.
94–114	Replacement of the flap lever by a modified construction with identical function.	Applicable to 17E and 17EII aircraft all Serial Nos. Compliance required as detailed in Airworthiness Directive. Ingineurburo Schmiderer Service Bulletin No 28–818 also refers.

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Issue 3
February 1993

SCHEMPP-HIRTH MOTOR GLIDERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
85–164	Propeller mounting – Failure of one strut in propeller mounting structure.	Applicable to Janus CM Serial Nos 2 to 6, 8 to 15 and 18. Compliance required as detailed in AD. Schempp-Hirth Technical Note No 809–1 also refers.
86–135	Fuel supply system – improvement. Maintenance Manual – replacement pages.	Applicable to Janus CM all Serial Nos. Compliance required as detailed in AD. Schempp-Hirth Technical Note No 809–3 also refers.
90–335	Elevator control system.	Applicable to Janus CM Serial Nos. 29 and 33 as detailed in AD. Compliance required as detailed in AD. Schempp-Hirth Technical Note No. 809–8 also refers.
92–360/2	Vertical elevator actuating rod inside the fin.	Applicable to Janus CM Serial Nos. up to 36 and Nimbus-3DM Serial Nos. up to 24 as detailed in AD. Compliance required as detailed in AD. Schempp-Hirth Technical Notes Nos. 809–9 and 847–4 also refer.

Issue 2
November 1990

PIK-20E MOTOR GLIDERS

CAA AD No	Associated Material	Description	Applicability - Compliance - Requirement
		NATIONAL BOARD OF AVIATION FINLAND AIRWORTHINESS DIRECTIVES	
	M1200/83	Inspection of fuel hose clips.	Applicable to all PIK-20E sailplanes. Compliance required as detailed in AD.
|	M1737/90 Revision 1	Inspection of propeller hub mounting.	Applicable to all PIK-20E sailplanes. Compliance required as detailed in AD.

Issue 14
December 1994

TNS 1/95

GROB G109 SERIES MOTOR GLIDERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

AD No.	*Description*	*Applicability – Compliance – Requirement*
6	Flight Manual – 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.
-104	Gravity Range – 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.
-132	Main Landing Gear – Fractures of the undercarriage legs.	Applicable to G109 and G109B Serial Nos. as detailed in AD. Compliance required as detailed in AD. Grob Technical Information TM 817–19 also refers.
218/2	Flight Controls – Aileron flutter at speeds above 190 km/h.	Applicable to G109B Serial Nos. as detailed in AD. Compliance required as detailed in AD. Grob Technical Note No. 817–20 also refers.
219	Flight and Maintenance Manuals – Replacement of pages.	Applicable to all G109 motor gliders. Compliance required as detailed in AD. Grob Technical Information TM 817–22 also refers.
-142/2	Fuel – Inspection and replacement of the lower sealing ring in the fuel shut-off valve.	Applicable to G109 and G109B motor gliders. Compliance required as detailed in AD. Grob Technical Note No. 817–23 also refers.
50	Inspection and replacement of the two inner elevator hinges.	Applicable to Grob G109B Serial Nos. 6200 to 6445 inclusive. Compliance required as detailed in AD. Grob Technical Note TM 817–25 also refers.
315	Fuselage – Inspection of studs in the root rib stud plate.	Applicable to G109B Serial Nos. 6200 through 6362. Compliance required as detailed in AD. Grob Service Bulletin G109B, TM 817–29 also refers.

BGA AD No.	*Description*	*Applicability – Compliance – Requirement*
92–189	Ignition – Inspection of the Bendix magnetos at the Grob 2500 engine.	Applicable to G109B Serial Nos. 6200 and subsequent. Compliance required as detailed in AD. Grob Service Bulletin TM 817–34/2 also refers.
92–198	Extension of service life.	Applicable to G109 and G109B all Serial Nos. Compliance required as detailed in AD. Grob Service Bulletin TM 817–28/1 also refers.
92–350	Flight Controls – Inspection of drain holes in the elevator (including trim tab).	Applicable to G109B Serial Nos. 6200 and subsequent. Compliance required as detailed in AD. Grob Service Bulletin TM 817–35 also refers.
92–356	Flight Controls – Inspection of the airbrake stops.	Applicable to G109 Serial Nos. 6001 up to 6159 and G109B Serial Nos. 6200 and subsequent. Compliance required as detailed in AD. Grob Service Bulletin TM 817–36 also refers.
92–359	Exhaust – Inspection of the exhaust system.	Applicable to G109 and G109B aircraft. Compliance required as detailed in AD. Grob Service Bulletin TM 817–32 also refers.
94–004/2	Landing Gear – Main undercarriage legs inspection.	Applicable to G109 and G109B aircraft. Compliance required as detailed in AD. Grob Service Bulletin TM 817–39 also refers.
94–262	Improvement in flutter behaviour.	Applicable to G109 Serial Nos. 6001 to 6159. Compliance required as detailed in AD. Grob Service Bulletin TM 817–38 also refers.

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PART 2 – CAA ADDITIONAL AIRWORTHINESS DIRECTIVES

CAA AD No.	*Description*	*Applicability – Compliance – Requirement*
012–11–86	Flight Controls – Improvement of flutter behaviour – Variation of the requirements of LBA AD 85–218/2.	Applicable to G109B motor glider Serial Nos. 6200 to 6434 inclusive except as indicated in Grob Technical Information TM 817–20. Notwithstanding the compliance requirements contained in Technical Information TM 817–20 MODIFY the aircraft in accordance with the TI not later than 31 December 1987. Until the modification is embodied the permitted Never Exceed Speed (Vne) is reduced to 100 kts/190 km/h. A placard to this effect must be displayed adjacent to the air speed indicator.
006–10–88	Spar stub end fittings – Cracks at or near the toe of the weld on the top and bottom surface of the spigot.	Applicable to all G109 and G109B Series motor gliders. Compliance is required not later than 50 flying hours from the receipt of this Directive. (i) Remove the wings in accordance with the Flight Manual instructions. (ii) Remove the glass reinforced plastic (grp) or the protective lacquer covering the spar stub extremity, avoiding any damage to the metal parts, sufficient to expose the top and bottom weld ends and the weld transition into the spigot body – see Figure A. (iii) Inspect the end of the weld and the spigot itself at the toe of the weld for cracks, using a x10 magnifying glass (four places) – see Figure A. There are two spigots per aircraft and cracks can occur on the top and on the bottom of the spigot. (iv) If a crack is suspected, and appears to be confined to the weld itself, i.e. does not extend circumferentially into the spigot, or where there is a lack of weld penetration, the wings may be refitted. The aircraft may be flown to a place where the existence of cracks can be confirmed or otherwise by NDT means, by an Organisation approved for that purpose by the CAA. The flight must be conducted with the pilot only on board.

(AD continued overleaf)

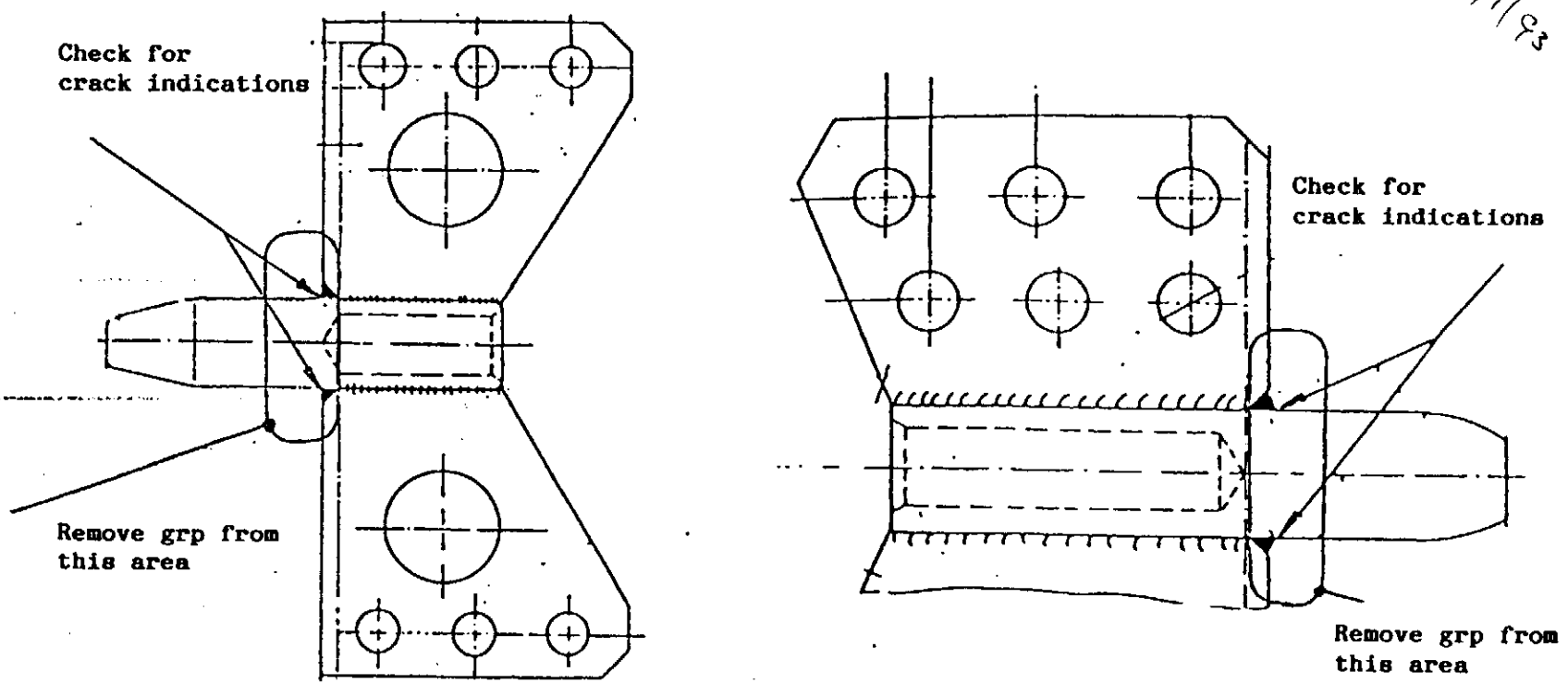
CAA AD No.	*Description*	*Applicability – Compliance – Requirement*
006–10–88 (continued)		Abrupt manoeuvres and/or high speeds are prohibited. If a crack is confirmed either in the weld only or in the spigot itself, rectification must be carried out to the manufacturer's approved repair scheme before further flight. Report the results of the inspections to the manufacturer and to the SDAU of the CAA. (v) Where the spigots are found to be not cracked either after the actions of (iii) or (iv) above, reprotect the area where the grp has been removed, either with a lacquer or a brushed coat of epoxy resin. Refit the wings to the instructions in the Flight Manual. Repeat the instructions commencing at (i) above except that only the reprotection has now to be removed, at intervals not exceeding 300 flight hours.

(AD continued overleaf)

006-10-88 (continued)

FIGURE A

(Not to Scale)



94/03509
TNS 1/95 (36)

AAIB Bulletin No: 11/94 **Ref: EW/G94/08/11** **Category: 1.3**

Aircraft Type and Registration:	Sportavia RF5B Sperber, G-SSWV
No & Type of Engines:	1 Limbach L 2000 EO piston engine
Year of Manufacture:	1973
Date & Time (UTC):	18 August 1994 at 1715 hrs
Location:	Camphill Airfield, Derbyshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - None Passengers - None
Nature of Damage:	Damage to landing gear, fuselage, propeller and right wing
Commander's Licence:	Private Pilot's Licence
Commander's Age:	54 years
Commander's Flying Experience:	210 hours (of which 31 were on type) Last 90 days - 5 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

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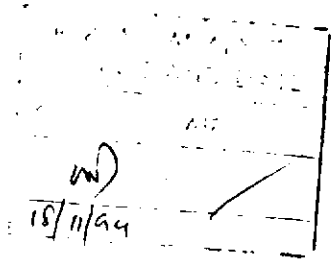

The aircraft was about to depart for a local flight. It had been brought out of its hangar, and given a pre-flight inspection, during which the wingtips were unfolded and apparently locked in the flight position. The wing joint fairings were also fitted. Normal pre-flight checks were then carried out, and the take-off run commenced. As lift-off speed was approached, it became apparent to the pilot that the aircraft had an overwhelming tendency to turn to the right, despite application of opposite rudder. Simultaneously, the pilot became aware that the outer section of the right wing had lifted to the vertical. He immediately closed the throttle and abandoned the takeoff. The aircraft continued to the right and made a ground loop, the nose pitched down and the propeller struck the ground. The aircraft came to rest upright but the mainwheel had gone backwards over centre.

The pilot subsequently found that the right wingtip was unlocked. He had understood that it was not possible to fit the wing joint fairing in position if the locking mechanism was not fully in the locked position.

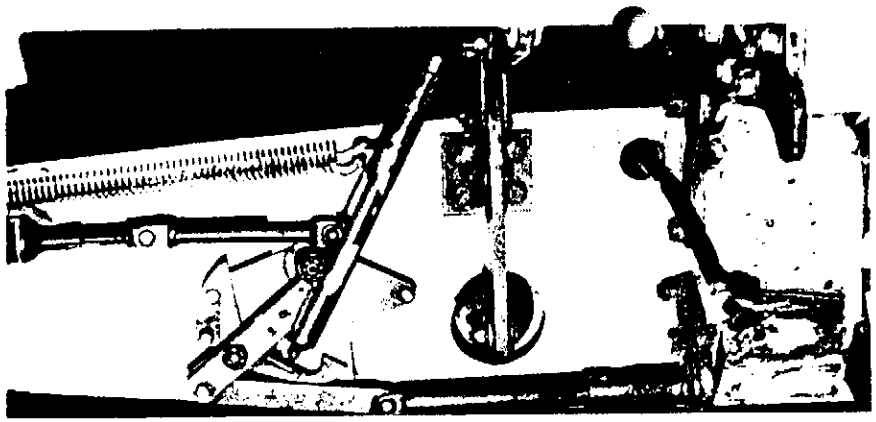

FIG.1 WING JOINT MECHANISM UNLOCKED

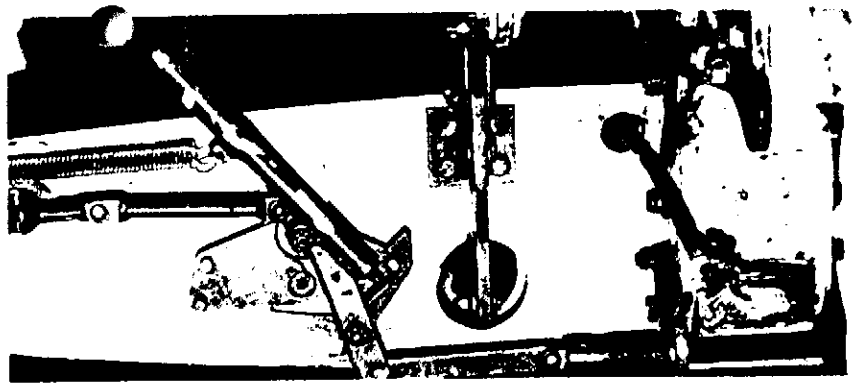

FIG.2 WING JOINT MECHANISM LOCKED

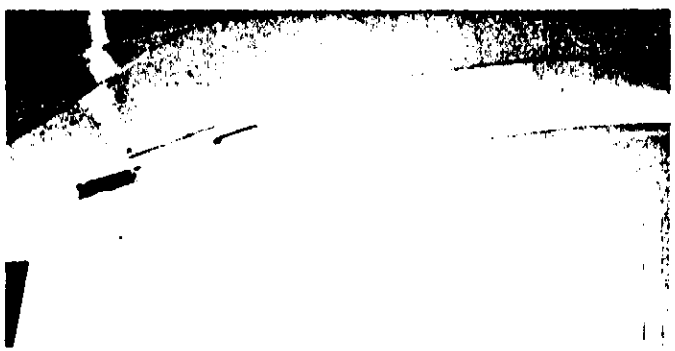

FIG.3 WING JOINT FAIRING UNLOCKED

FIG.4 WING JOINT FAIRING LOCKED

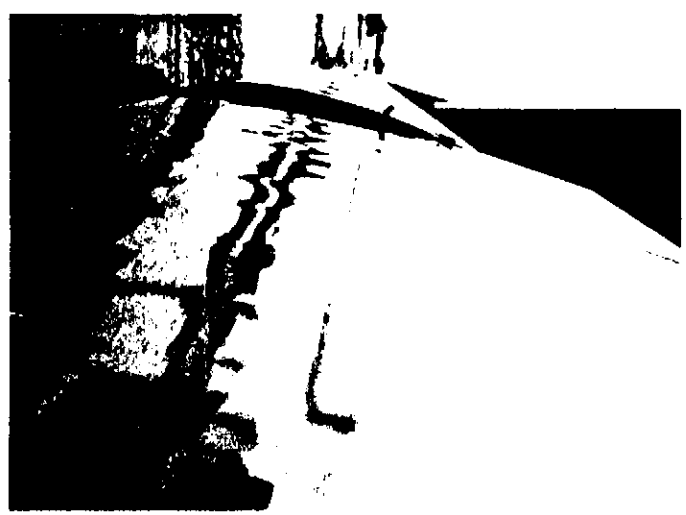

FIG.5 COCKPIT VIEW - CORRECTLY LOCKED

BGA CHARGES (1995)

CERTIFICATES

'A' Endorsement	£	8.00
'A' Pin Badge	£	2.50
'B' Endorsement	£	4.50
'B' Pin Badge	£	2.50
Bronze Endorsement	£	6.50
Bronze Pin Badge	£	2.50
Silver, Gold & Diamond - per leg	£	6.50
Silver Pin Badge	£	2.50
Gold Pin Badge	£	2.50
UK Cross-Country Diploma - each part	£	6.50
if applying simultaneously for both	£	12.00

CERTIFICATE OF AIRWORTHINESS

Glider - issue/renewal per year	£	35.00
Motor Glider - renewal	£	312.00
COMPETITION LICENCE - issue/renewal per year	£	10.00
COMPETITION NUMBER } issue/renewals per year GLIDER IDENTIFICATION }	£	12.00
A.E.I. RECORD CARD	£	15.00
INSTRUCTOR RECORD CARD	£	25.00
INSPECTORS - issues/renewals per year	£	17.50
INSTRUCTOR RENEWALS PER YEAR	£	10.00
OFFICIAL OBSERVER - issue	£	7.50

TNS 1/95

Luftfahrt-Bundesamt
-AD-Department-

Airworthiness Directive

In case of any difficulty, reference should be made to the German original issue

95-015 Schempp-Hirth

Date of issue: 15. Dez. 1994

Affected sailplanes and powerde sailplanes:
German Type Certificate No.: 278, 286, 295, 328, 798 and 865

Schempp-Hirth
TC-No.: 278
Standard Cirrus and
Standard Cirrus B
S/No's.: 573, 586, 593, 595, 597
up to 599, 601 and up

TC-No.: 286
Nimbus-2
S/No's.: 86, 93, 96 and up

TC-No.: 295
Janus
S/No's.: all

TC-No.: 328
Mini-Nimbus HS7
S/No's.: all

TC-No.: 798
Nimbus-2M
S/No's.: 4 up to 7

and the following powered sailplanes which were rebuilt from a sailplane:

TC-No.: 865
Standard Cirrus TOP and
Standard Cirrus B TOP
S/No's.: (same as listend under TC-No.: 278)

Subject:
Reinforcement of the horizontal stabilizer.

Reason:
Due to the leck of maintenance or because of wear, the locking hook on the tailplane attachment bracket became disengaged in a number of cases, so that the horizontal tailplane was no longer securely attached to the fin.

Action:
Inspection and if necessary Modification must be done in accordance with the Technical Note.

Compliance:
Actions must be done at the next annual inspection, but latest until March 31, 1995.

Technical publication of the manufacturer:
Schempp-Hirth Technical Note Nr. 278/36, 286-33, 295-26, 328-11, 798-3, dated November 11, 1994 which becomes herewith part of this AD and may be obtained from Messrs.

Schempp-Hirth Flugzeugbau GmbH
Postbox 14 43

D-73222 Kirchheim unter Teck
Federal Republic of Germany

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

Luftfahrt-Bundesamt
-AD-Department-

Airworthiness Directive

In case of any difficulty, reference should be made to the German original issue

94-295/2 Glaser-Dirks

Date of issue: December 07,1994

Affected airplanes:
German Type Certificate No.: 348

Glaser-Dirks
DG-500 ELAN Trainer
- S/No's.: all

Subject:
Airbrakes.

Reason:
When executing aerobatics with negative loads with the DG-500 ELAN Trainer, the airbraks may be sucked out and flutter in the looked position.

Action:
Inspection, exchange of manual pages and modification must be done in accordance with Technical Note.

Compliance:
Prior to aerobatics with negative loads, but latest at the next annual inspection.

Note:
Aeorbatics with negative loads are prohibitted until action have been executed.

Technical publication of the manufacturer:
Glaser-Dirks Technical Note No.: 348/4T, dated October 17, 1994 which becomes herewith part of this AD and may be obtained from Messrs.

Glaser-Dirks Flugzeugbau GmbH
Postbox 41 20

D-76625 Bruchsal
Federal Republic of Germany

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

Note:
This Airworthiness Directive supersedes AD-No. 94-295 dated October 07, 1994.