BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET (TNS) 3/4/95

PART 1 **AIRWORTHINESS "AGGRO"** - Please add to the BGA's 1995 Blue Pages.

1.1. CAA Airworthiness Directives Volume III - (Foreign) at the latest issue, are attached herewith for: (a) Hoffmann Propellers, (b) MT Propellers, (c) Scheibe Motor Gliders, (d) PIK 20E, (e) PIK 16 and 20, (f) Glaser-Dirks DG 400 and DG500, (g) Limbach Engines, (h) Bombadier - Rotax Engines, (j) ICA Brasov, (k) M100 Gliders, (l) STD Austria.

1.2. Bocian - Speed-Brake (weld failure in cockpit - (Sketch from Dave Wilson).

1.3. Puchacz - Speed-Brake drive system failure at cross drive in the fuselage - (Sketch from Husband Bosworth).

1.4. Astir - Base of fin internal bulkhead failed (probably ground looped?). Tailplane ball fitting attachment loose. Contributory factors to tail-end low frequency flutter? Check these areas after incidents.

1.5. Std. Cirrus. Inboard aileron hinge fractured at the weld. (Reported by P. Florence).

1.6. LS6 (a) Undercarriage adjustment should be 5mm over centre.

(b) Water ballast bags of single skin are preferred and available from London Sailplanes.

(c) Stainless Steel Cables have poor fatigue life and should be replaced with galvanised steel.

(Advice from Tim Macfadyen).

1.7. DG 800A (a) MIKUNI Carburettors. Lever arm for needle valves shed metal and may fail.

(b) CHT Probe wiring damaged by the shroud.

(c) DUCATI Ignition Box - wire broken at one box - secure the cables.

(Defects reported by William McNair).

1.8. CAA Notice No. 30 (enclosed) gives Notice of CAA's Regional office visits which may be made to monitor the condition of CIVIL REGISTERED AEROPLANES> (CAA Notices are now at Issue 114).

PART 2 **GENERAL MATTERS**

2.1. S.L.M.G. Performance figures issued by CAA JAN 1995, are enclosed , and should be checked against C.of.A. Renewal flight test results.

2.2. CAA Exemption for S.L.M.G's used for Flying Training (Aerial Work) is attached.

2.3. Devon Airsports - need some help!

2.4. CAA Charges for C.of.A Renewals are now £52.00 per 500Kgs per year of validity.

BGA TELEPHONE NUMBER IS NOW 0116 2531051

Dick Stratton
Chief Technical Officer

Issue 6
January 1995

HOFFMANN SERIES PROPELLERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
83–150/4	Calibration of Tachometer and inspection of propeller blades. Introduction of improved blade root retention.	Applicable to variable pitch propeller HO–V62 R/L 160T fitted to Limbach L 2000 engines. Compliance and requirement as detailed in AD. Hoffmann Service Bulletin No. 4C also refers.
88–20	Inspection for cracks in the coating on the suction side near the blade shaft.	Applicable to constant speed propeller HO–V 123 ( )–( )/180R. Compliance and requirement as detailed in AD. Hoffmann Service Bulletin No. 6, EB No. I–EC2 also refer.

Issue 4
May 1994

MT PROPELLERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
90–214 Issue 2	Possible loss of a propeller blade.	Applicable to MTV–1–( ) propellers serial nos. up to 89048 and MTV–6–C propellers serial nos. up to 90023. Compliance required as detailed in AD. MT-Propeller Service Bulletin TM No. 4A also refers.
92–367	Change of emergency procedures for powered gliders.	Applicable to MTV-Propellers which have the automatic control unit P–120–A or P–120–U installed. Compliance required as detailed in AD. MT-Propeller Service Bulletin TM No. 6 also refers.
93–088	Replacement of the electric motor of the propeller servo.	Applicable to MTV–1–( ), –7–( ), –10–( ), –17–( ), –18–( ), and –20–( ) propellers. Compliance required as detailed in AD. MT-Propeller Service Bulletin TM No. 7 also refers.
94–098	Replacement of PU erosion strip to avoid sudden loss of metal erosion sheet.	Applicable to MT and MTV Series propellers as detailed in AD. Compliance required as detailed in AD. MT–Propeller Service Bulletin No 8 also refers.

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Issue 11
February 1995

SCHEIBE SERIES MOTOR GLIDERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
71–131	Incorporation of Modification No. 120 due to reports of cracks in the lower engine mounting bolts with Stamo MS 1500 engine.	Applicable to Serial Nos. 4601 to 46174 inclusive. Compliance required at the next 25 hour check. Scheibe Technical Bulletin SF 25B No. 2/71 refers.
72–107	Securing of luggage in the luggage compartment.	Applicable to Scheibe Serial Nos. 4601 and subsequent and Sportavia Putzer Serial Nos. 4801 and subsequent. Compliance required not later than 1 November 1972. Scheibe Modification No. 132 refers.
73–15	Installation of a carburettor air heater.	Applicable to all Serial Nos. Should have been complied with by 1 April 1973. Scheibe Modification No. 133, Drawing No. 653B–71–S14 refers.
73–23	Installation of a new type ignition switch in accordance with drawing No. 653B–71–S15 for Model SF25B or Drawing No. 653C–71–S18 for Model SF25C.	Applicable to SF25B Serial Nos. 4601 through 46253 and 4801 through 4828, SF25C Serial Nos. 4401 through 4448. Compliance required before the next engine overhaul. Scheibe Modification Leaflet No. 134 or Scheibe Modification No. 4 refer.
74–54	Replacement of Aileron bellcranks.	Applicable to SF25A not equipped with reinforced type bellcrank. Should have been accomplished by 1 December 1974.
74–323	Flight control cables – Inspection/ Replacement of cable sleeves.	Applicable to al gliders and powered gliders. Compliance required as detailed in AD.

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
75–48	Elevator operating lever – Inspection/ Reinforcement.	Applicable to SF27A Serial Nos. 6001 to 6105 inclusive, SF27B Serial No. 6201 and SF27M Serial Nos. 6301 to 6303 inclusive. Should have been complied with by 15 April 1975. Technical Bulletin No. 257–1/74 refers.
75–91	Installation of smoothing capacitor and quick break fuse in the radio power supply circuit.	Applicable to SF25B, SF25C and SF28A fitted with one of the following radio sets: FSG–12, FSG–15, or FSG–16 manufactured by Messrs Dittel, Landsberg. Compliance required not later than 1 September 1975.
75–169	Aileron Drive Lever – Inspection/Reinforcement.	Applicable to all SF25B and SF25C. Should have been complied with by 1 November 1975. Scheibe Technical Information No. 653–5/75 refers.
75–270	Inspection of aileron bellcrank for cracks.	Applicable to all SF26A. Initial inspection required before next flight and subsequent inspection at 50 flying hour intervals. Scheibe Technical Note No. 232–1/75 refers.
76–40	Incorrect fuel quantity indication.	Applicable to SF25B Falke Serial Nos. 4601 to 46258 (inclusive) and 4801 to 4868 (inclusive). Also, SF25C Falke Serial Nos 4401 to 44133 (inclusive) and 4201 to 4252. Compliance as detailed in Scheibe Technical Note 653–1/76.
76–297	Fuel filler socket.	Applicable to SF25A Motorfalke all Serial Nos and SF25B Falke Serial Nos 4601 through 4645. Compliance as detailed in Scheibe Technical Note No. 653–6/76.
77–217	Elevator support.	Applicable to SF25B Serial Nos 4801 through 4868 and SF25C Serial Nos 4201 through 4255. Compliance as detailed in Sportavia TMS-02–77.
81–237	Control stick for the rear seat.	Applicable to SF28A Tandem-Falke all Serial Nos. Compliance required as detailed in Scheibe Technical Information No. 770–12.
82–49	Stabilizer/Tailplane forward armature.	Applicable to SF25 A,B,C,D,E and K powered gliders all Serial Nos. Compliance required as detailed in Scheibe Technical Note No. 653–40.

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
82–50/2	Fuel shut-off valve service life limitation.	Applicable to SF25 B,C,D,E and K Motorfalke all Serial Nos. Compliance required as detailed in Scheibe Technical Note No. 653–41.
82–51/2	Fuel shut-off valve service life limitation.	Applicable to SF28A Tandem Falke all Serial Nos. Compliance required as detailed in Scheibe Technical Note No. 770–13.
82–134/2	Main wing joint.	Applicable to SF25 B, C, D and E Serial Nos as detailed in Airworthiness Directive. Compliance required as detailed in Airworthiness Directive.
82–135	Main wing joint.	Applicable to SF28A Tandem Falke all Serial Nos. Compliance required as detailed in Airworthiness Directive.
84–198	Wear of the ball bearing cages.	Applicable to SF25 C, E and K Serial Nos as detailed in Airworthiness Directive. Compliance required as detailed in Scheibe Technical Note No. 653–47.
88–162/2	Wing – Fuselage connection. Insufficient structural strength.	Superseded by AD 89–73.
89–73	Wing – Fuselage connection. Corrective measures to fully re-establish airworthiness.	Applicable to SF34 and SF34B Serial Nos 5102 to 5131. Compliance required as detailed in Airworthiness Directive. Scheibe Technical Note No 336–2 also refers.
94–261	Flight Controls – Inspection of the airbrake – pulley – connection to the rip block.	Applicable to SF 25A, SF 25B, SF 25C, SF 25D, SF 25E, SF 25K and SF 28A. Compliance required as detailed in Airworthiness Directive. Scheibe Service Bulletin No 653–62/770–18 and Working Instruction 653–62–142/770–18–142 also refer.

PART 2 – CAA ADDITIONAL AIRWORTHINESS DIRECTIVES

CAA AD No.	*Description*	*Applicability – Compliance – Requirement*
003–06–82	Inspection of main wing centre pin.	Applicable to SF25 and SF28 Series motor gliders and Slingsby T61 Series motor gliders. Compliance is required as detailed below. 1 Before further flight after receipt of this Directive. 1.1 (a) With the main rigging pin pulled fully upwards by means of the Tee handle, such that the safety pin is hard against the lower face of the top boom lug fitting inspect the amount of plain portion of main pin shank protruding below the port bottom boom lug fitting. (b) If difficulty is encountered in establishing para 1.1 (a) inspection due to poor access the wings must be removed and port wing inspected in accordance with para 1.1 (a). (c) Inspect the main pin in situ, with the pin pushed downwards fully home. Establish whether more than one safety pin hole exists in the main pin. If more than one safety pin hole exists the aircraft must not be flown until the correct hole has been established by compliance with inspection to para 1.1 (a) or 1.1 (b), and the redundant hole made unusuable. 1.2 Should no plain shank be visible protruding below the port bottom boom lug fitting the aircraft shall not fly until the cause has been established, and rectified.

CAA AD No.	*Description*	*Applicability – Compliance – Requirement*
001–07–82	Inspection of wing centre joint and additional limitations.	Applicable to SF25 and SF28 Series motor gliders and Slingsby T61A, B, C and D motor gliders. Compliance is required as detailed below. 1 Before further flight after receipt of this Directive. NOTE: Aircraft inspected to CAA AD 003–06–82 or Slingsby TI 103/T61 will be deemed to be in compliance with this paragraph. 1.1 (a) With the main rigging pin pulled fully upwards by means of the Tee handle, such that the safety pin is hard against the lower face of the top boom lug fitting establish that 2 At Each Rigging 2.1 Accomplish the inspection contained in paragraph 1.1 (a) or 1.1 (b) and 1.1 (c). 2.2 Extreme care must be exercised when aligning the male/female lug fittings to ensure that female fittings are not splayed during mainplane rigging, following inspection to 1.1 (b). 3 Inform the CAA General Aviation Section if any of the following conditions are found: (a) Pin fails to protrude through bottom lug. (b) An additional safety pin hole exists. (c) Any damage likely to have a detrimental effect upon the airworthiness of the aircraft. NOTE: This Directive was issued because under certain circumstances the main wing centre pin can move out of complete engagement with the lower half of the port bottom boom lug fitting, resulting in a serious degradation of wing bending strength.

CAA AD No. *Description*

Applicability – Compliance – Requirement

the plain untapered portion of main pin shank protrudes below the port bottom boom lug fitting.

(b) If difficulty is encountered in establishing para 1.1 (a) inspection, due to poor access the wings must be removed and port wing inspected in accordance with para 1.1 (a).

1.2 Should no plain untapered shank be visible protruding below the port bottom boom lug fitting the aircraft shall not fly until the cause has been established, and rectified.

1.3 Establish whether more than one safety pin hole exists in the main pin. If more than one safety pin hole exists the aircraft must not be flown until the correct hole has been established by compliance with inspection to para 1.1 (a) or 1.1 (b) and the redundant hole made unusable.

2 At Each Rigging

NOTE: Aircraft inspected to CAA AD 003–06–82 or Slingsby TI 103/T61 will be deemed to be in compliance with this paragraph.

2.1 Accomplish the inspection contained in paragraph 1.1 (a) or 1.1 (b). Extreme care must be exercised when aligning the fittings to ensure that the lugs are not splayed during mainplane rigging, following inspection to 1.1 (b).

2.2 Should no plain untapered shank be visible protruding below the port bottom boom lug fitting the aircraft shall not fly until the cause has been established, and rectified.

CAA AD No. *Description*

Applicability – Compliance – Requirement

3 Inform Slingsby Aviation if:

3.1 Plain portion of pin does not protrude.

3.2 Additional safety pin hole exists.

3.3 Any damage likely to have a detrimental effect upon the airworthiness of the aircraft is found.

4 Additional Flight Limitations

4.1 Turns steeper than 60° angle of bank, Loops, Chandelles, Spins or winch launches are prohibited on aircraft fitted with:

4.1.1 Main pin No. 6538–51–514.

4.1.2 Main pin with bottom end radius greater than 3 mm.

4.1.3 Main pin with more than one safety locking pin hole or where the safety locking pin hole exceeds .125" diameter.

4.1.4 Safety locking pins made from less than 12 SWG (.104") piano wire (spring steel).

4.2 A placard prohibiting manoeuvres stated in paragraph 4.1 shall be installed in full view of the pilot/s if any of the conditions contained in 4.1.1, 4.1.2 or 4.1.3 and 4.1.4 are not met.

4.3 If compliance under 4.1 permits aerobatic manoeuvres the aircraft shall be placarded in accordance with Airworthiness Notice No 51 Issue 1 Paragraph 3.2 and 3.3 and it is strongly recommended that an accelerometer red-lined at +3.5g be fitted in this event.

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February 1995

PIK–20E MOTOR GLIDERS

PART 1 – NATIONAL BOARD OF AVIATION FINLAND AIRWORTHINESS DIRECTIVES

NBA AD No.	*Description*	*Applicability – Compliance – Requirement*
M1200/83	Inspection of fuel hose clips.	Applicable to all PIK–20E motor gliders. Compliance required as detailed in AD.
M1737/90 Revision 1	Inspection of propeller hub mounting.	Applicable to all PIK-20E motor gliders. Compliance required as detailed in AD.

Issue 5
February 1995

PIK–16C AND PIK–20 SERIES SAILPLANES

PART 1 – NATIONAL BOARD OF AVIATION FINLAND AIRWORTHINESS DIRECTIVES

NBA AD No.	*Description*	*Applicability – Compliance – Requirement*
M277/64–2	Securing of the long steel pins fixing the wings to the fuselage.	Applicable to all PIK–16C sailplanes. Should have been complied with by 15 November 1964.
M278/64–2	Inspection and/or replacement of rudder cables.	Applicable to all PIK–16C sailplanes. All rudder cables should have been replaced by new $^{3}/_{32}$" United States Specification MIL 1511 by 1 November 1964.
M300/65–2	Replacement of rudder cable pulleys.	Applicable to PIK–16C sailplanes. Should have been embodied by 1 September 1965.
735/77	Modification of Tost Europa G73/72 tow hook back release.	Applicable to all PIK–20 and –20B sailplanes and PIK–20D sailplanes up to and including Serial No. 20548. Compliance required as detailed in AD. Eiriavion Service Bulletin No M14 also refers.
736/77	Inspection and modification of the gear rack system in the flap operating mechanism.	Applicable to all PIK–20 and –20B sailplanes. Compliance required as detailed in AD. Eiriavion Service Bulletin No M16 also refers.
746/77	Replacement of safety harness.	Applicable to all PIK–20 sailplanes. Compliance required as detailed in AD. Eiriavion Service Bulletin No M15 also refers.
779/78	Fraying of the rudder cable.	Applicable to all PIK–20 and –20B sailplanes. Compliance required as detailed in AD. Eiriavion Service Bulletin No M18 also refers.
M784/78	Inspection of push rod end fittings.	Applicable to all PIK–16C sailplanes with push rod end fittings supplied as spare parts by the Agency Harald O Tandefelt. Compliance required as detailed in AD.

NBA AD No.	*Description*	*Applicability – Compliance – Requirement*
M851/79	Inspection of landing gear.	Applicable to PIK–20 and –20B sailplanes with an unpainted landing gear. Compliance required as detailed in AD. Eiriavion Service Bulletin No M22 also refers.
M1232/84	Inspection of rudder bottom hinge bracket. Revision 1	Applicable to all PIK–20, –20B and –20D sailplanes. Compliance required as detailed in AD. Eiri Ky Service Bulletin M20–26 also refers.
M1479/87 Revision 1	Inspection of flap and aileron balance weights.	Applicable to all PIK–20 and –20B sailplanes. Compliance required as detailed in AD.

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January 1995

GLASER-DIRKS DG–400 AND DG–500 SERIES MOTOR GLIDERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
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.
86–138	Improved marking of canopy emergency release and re-location of ventilation placard.	Applicable to DG–400 Serial Nos. 4–1 to 4–176. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/16 also refers.
87–108	Inspection/Modification of engine extension/ retraction drive.	Applicable to DG–400 Serial Nos. 4–1 to 4–188. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/18 also refers.

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
87–109	Inspection/Modification of engine wiring.	Applicable to DG–400 Serial Nos. 4–1 to 4–178. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/19 also refers.
88–99	Empty weight CG range, plugged piece of hose at the pneumatic fuel pump, manual revisions and locking pins on wing tips.	Applicable to DG–400 Serial Nos. 4–1 to 4–228. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/20 also refers.
90–43	Modification of powerplant.	Applicable to DG–400 Serial Nos. through 4–249. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/22 also refers.
91–149	Modification of powerplant.	Applicable to DG–400 Serial Nos. 4–1 and subsequent. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Notes 826/24 and 826/25 also refer.
92–358	Airbrake control/control – hook up shaft 5ST57.	Applicable to DG–500M Serial Nos. 5E30M 14 up to 5E60M 25. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 843/3–2 also refers.
93–009	Manual revisions and rudder sealing.	Applicable to DG–500/22 ELAN and DG–500 ELAN Trainer all Serial numbers. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Notes 348/3S and 348/3T also refer.
93–010	Manual revision, rudder sealing and cooling liquid reservoir.	Applicable to DG–500M all Serial numbers. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 843/5 also refers.
94–295/2	Modification of airbrakes to prevent flutter in the locked position.	Applicable to DG–500 ELAN Trainer all Serial numbers. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 348/4T also refers.

Issue 4
January 1995

LIMBACH SERIES ENGINES

PART 1 –LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
76–283	Mixture Control – Rubber diaphragm of the governor piston.	Applicable to Limbach SL1700E, 1700EA, 1700EB and 1700EC, equipped with Stromberg-Zenith carburettor 150CD and 150CD–3. Compliance and requirement as detailed in AD. Limbach Technical Bulletin No. 12 also refers.

Issue 5
January 1995

BOMBARDIER-ROTAX SERIES ENGINES

PART 1 – AUSTRO CONTROL Gmbh AIRWORTHINESS DIRECTIVES

ACG AD No.	*Description*	*Applicability – Compliance – Requirement*
64	Piston pin bearing, conversion to reinforced design.	Applicable to Bombardier-Rotax 501 and 505 up to engine No. 3,332.827. Compliance required as detailed in AD. Bombardier-Rotax Service Bulletin No. 505–05 also refers.
69	Ignition – Conversion to the new electronic box Ducati 965675.	Applicable to Bombardier-Rotax 505 and 505A series engines up to Serial No. 3,332.888. Compliance required as detailed in AD. Bombardier-Rotax Technical Bulletin No. 505–06 also refers.
75	Rework to ensure proper contact between attachment screws and stator.	Applicable to Bombardier-Rotax 912A series engines up to Serial No. 4,076.002. Compliance required as detailed in AD. Bombardier-Rotax Technical Bulletin No. 912–02 also refers.
80	Production problems in ignition unit.	Applicable to Bombardier-Rotax 912A series engines for powered sailplanes. Compliance required as detailed in AD. Bombardier-Rotax Technical Bulletin No. 912–06 also refers.

PART 2 – CAA ADDITIONAL AIRWORTHINESS DIRECTIVES

CAA AD No.	*Description*	*Applicability – Compliance – Requirement*
006–03–90	Failure of crankcase/gearbox thread bosses.	Applicable to Bombardier-Rotax 582 engines and 532 engines with Serial Nos. as detailed in Bombardier-Rotax Mandatory Technical Bulletin reference TCP 900228/0720/FJ and Cyclone Hovercraft letter dated 1 March 1990, that have a reduction gearbox installed with the propeller shaft offset towards the cylinder. Compliance is required before further flight. Establish total number of engine operating hours. Engines exceeding 20 hours total time must be modified in accordance with Bombardier-Rotax Mandatory Technical Bulletin reference TCP 900228/0720/FJ before further flight. Engines which have not accumulated a total time of 20 hours may be operated up to that figure.

Issue 6
February 1995

ICA BRASOV MOTOR GLIDERS

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

SB No.	*Description*	*Applicability – Compliance – Requirement*
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 amendments.	Applicable to all IS–28M2 motor gliders up to Maintenance Manual 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.
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.

PART 2 – CAA ADDITIONAL AIRWORTHINESS DIRECTIVES

CAA AD No.	*Description*	*Applicability – Compliance – Requirement*
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 4
February 1995

AEROMERE M.100S SERIES GLIDERS

PART 1 – REGISTRO AERONAUTICO ITALIANO AIRWORTHINESS DIRECTIVES

RAI AD No.	*Description*	*Applicability – Compliance – Requirement*
61–9/M.100 S–1	Rudder cable inspection.	Applicable to M.100S Series gliders. Compliance and requirement as detailed in AD.
62–10/M.100 S–2	Fuselage – Introduction of birch plywood panels to withstand the loads imposed by the undercarriage.	Applicable to Serial Nos. 000 to 020 inclusive. Should have been embodied by 1 April 1962. Modification Bulletin No. 3 refers.
62–43/M.100 S–3	Strengthening end protection of the tail structure.	Should have been embodied by 31 October 1962.
65–9/M.100 S–4	Structural modifications.	Applicable to Serial Nos. 000 to 040 inclusive. Should have been embodied by 15 March 1965. Aer Pegaso Modification Bulletin Nos. 05, 06 and 07 refer.
67–15/M.100 S–6	Revision of speed limitation placard in cabin. (1) Vmax, winch launching 100 km/h = 54 kt. (2) Delete wording 'auto winch tow is prohibited', if existing.	Applicable to Avionautica Rica M.100S sailplanes equipped with CG winch launching hook. Compliance required immediately. Aer Pegaso Technical Bulletin No. 9/M.100S refers.
69–62/M.100 S–5	Wing plywood covering along rib No. 16 in region of aileron inner end.	Applicable to Serial Nos. 000 to 040 produced by Aeromere and 041 to 058 produced by Avionautica Rio. Compliance required every 25 flying hours. Aer Pegaso Technical Bulletin No. 8/M.100S refers. This supersedes AD 66–118/M.100 S–5.
69–78/M.100 S–7	Inspection of aileron spar.	Applicable to all M.100S gliders. Compliance required every 20 flying hours and after each heavy landing.

RAI AD No.	*Description*	*Applicability – Compliance – Requirement*
69–132/M.100 S–8	Elevator control inspection.	Applicable to all M.100S gliders. Aer Pegaso Technical Bulletin No. 10/M.100S refers.
70–96/M.100 S–9	Supporting bracket of lower rudder hinge – inspection of welded joints.	Applicable to all M.100S gliders. Compliance required immediately following receipt of AD.
71–56/M.100 S–10	Replacement of lower rudder hinge pin by a modified one.	Applicable to all M.100S gliders. Compliance required within the next 100 flying hours but not later than 31 October 1971. Technical Bulletin No. 11/100S refers.

Issue 6
February 1995

STANDARD AUSTRIA GLIDERS

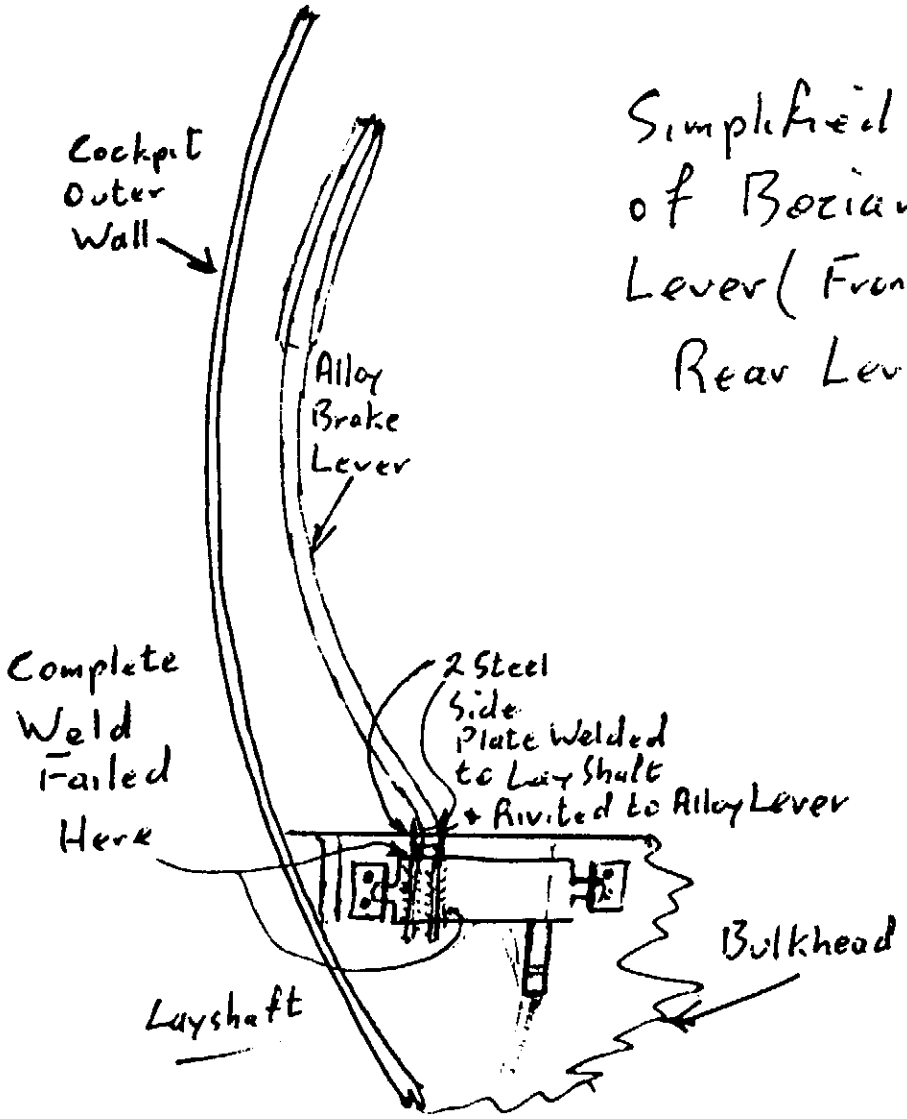
PART 1 – LUFTFAHRT BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
1/65	Elevator push-pull rod – Replacement of castle nut M.6 by a welded threaded end piece in steel VCL125.	Applicable to all Standard Austria Series 1. Should have been embodied by 1 July 1965.
2/65	Introduction of a redesigned elevator push-pull rod.	Applicable to Standard Austria S Serial Nos. 15 to 19 inclusive. Should have been embodied by 1 June 1965.
2/66	Inspection of the glue joint of the spacer block to the fuselage shell.	Applicable to Standard Austria S and SH Serial Nos. 15 to 49 inclusive. Compliance required at each periodic inspection.
1/67	Inspection and Modification of rudder control cable guide pulleys.	Applicable to Schempp Hirth Serial Nos. 01 through 31 and Standard Austria S, SH and SH1 all Serial Nos. Inspections required immediately. Modification not later than 1 June 1967.
69–30	Glue joint between bulkhead on fuselage tail end and lower half of fuselage plywood shell – Inspection.	Applicable to all Series S, SH and SH1. Compliance required before next flight, after heavy landings, and during annual inspections. Schempp-Hirth Technical Note No. 9 refers.
69–31	Glue joint between bulkhead on fuselage tail end and lower half of fuselage plywood shell – Inspection.	Applicable to all SHK 1 Series. Compliance required before next flight, after heavy landings, and during annual inspections. Schempp-Hirth Technical Note No. 9 refers.
79–51	Ball joints on the brake drive lever in the fuselage.	Applicable to all Standard Cirrus, Standard Cirrus B and Standard Cirrus CS11–57L sailplanes. Compliance required in accordance with Schempp-Hirth Technical Note 278–23 dated January 1979.

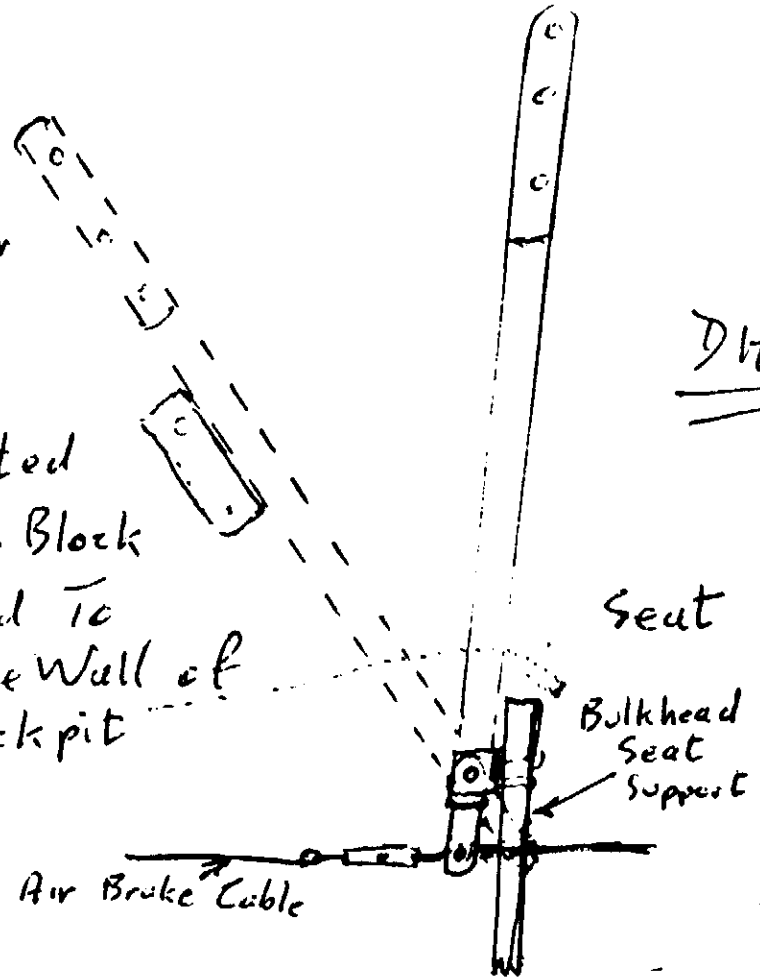
LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
80–243	Outer race of the lower ball bearing on the elevator drive fitting.	Applicable to Standard Cirrus Serial Nos. as detailed in Airworthiness Directive. Compliance required as detailed in Schempp-Hirth Technical Note 278–25.
80–244	Cracks in the welded area of the pins at the attachment T-fitting of the elevator.	Applicable to Standard Cirrus Serial Nos. as detailed in Airworthiness Directive. Compliance required as detailed in Schempp-Hirth Technical Note 278–26.
81–99	Extension of approved life to 6000 flight hours.	Applicable to all Standard Cirrus, Cirrus B and Cirrus CS11–754 sailplanes. Compliance required as detailed in Schempp-Hirth Technical Note No. 278–28 before reaching 3000 flight hours but not later than 1 August 1981.
82–103	Elevator drive – Tail parachute – Horizontal tailplane – Amendments to the Flight and Service Manual.	Applicable to all Cirrus and Cirrus VTC sailplanes. Compliance required as detailed in Schempp-Hirth Technical Note No. 265–6.

Pucho 3 AIR BRake
System Failure
Hers. Pos.

Bocian Airbrake Lever. Failure (Weld).



Simplified sketch of Bocian Airbrake Lever (Front Cockpit)
Rear Lever is Similar



D H Wilson

David Wilson. Northumberland
8/3/95

SAFETY REGULATION GROUP

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British Gliding Association
Kimberley House
Vaughan Way
Leicester
For the attention of the Chief Technical Officer

Our ref. 9/23/DAI/8378/73

13 February 1995

Dear Sir

OPERATION OF SLMG AIRCRAFT IN THE AERIAL WORK ROLE

Please find enclosed a copy of the General Exemption recently published in the Official Record. The contents of the Exemption are self explanatory. We would be grateful if you would disseminate the information to the gliding clubs where it is known that flying training using SLMG aircraft is taking place and inform your club members of the publication of the exemption by way of any suitable club magazine or periodical.

Yours faithfully

P W DOOLAN
Deputy Head
Applications and Certification Section

cc Regional Manager - Luton/Stansted Regional Office

enc.

EXEMPTION

To enable an SLMG certificated in the Private Category to be used for Aerial Work consisting solely of Flying Training.

1. The Civil Aviation Authority ("the Authority"), in exercise of its powers under Article 104 of the Air Navigation Order 1989 ("the Order") hereby exempts any self-launching motor glider in respect of which there is in force a Certificate of Airworthiness in the Private Category from the requirement in Article 8(2) of and Schedule 3 to the Order that it be flown only for the purposes indicated in the said Schedule in relation to the Private Category.

2. A self-launching motor glider may fly pursuant to this exemption only on flights for the purpose of aerial work which consist solely of the giving of instruction in flying or the conducting of flying tests in such an aeroplane operated under arrangements entered into by a flying club with the British Gliding Association. The person giving the instruction or conducting the test and the person receiving the instruction or undergoing a test must both be members of such a flying club.

3. This exemption shall have effect from 1 February 1995 until 31 January 1996 unless previously revoked, varied or suspended.

Signed.....
for the Civil Aviation Authority

Date 1 February 1995..

AIRWORTHINESS NOTICE

No. 30
Issue 1*
16 March 1995

CAA AIRCRAFT SURVEY PROGRAMME – ALL UNITED KINGDOM REGISTERED AIRCRAFT

1 Introduction

1.1 In order to discharge its obligations under Article 8 of the Air Navigation Order, (to be satisfied that an aircraft is fit to fly), the CAA undertakes regular sample surveys of aircraft to verify that:

(i) The condition of an aircraft as sampled is such that it is commensurate with the validity of its Certificate of Airworthiness,

(ii) the Operator's management of the airworthiness of its aircraft is effective,

(iii) acceptable standards of maintenance are demonstrated by the maintenance organisation, or Licensed Aircraft Maintenance Engineers, using the approved maintenance programme,

(iv) the revised scheme for industry to recommend the renewal of Certificates of Airworthiness, described in BCAR A8–3 Supplement 2 has sustained the required standards of safety.

1.2 The aircraft survey programme has been developed to satisfy CAA obligations to monitor aircraft standards in the most cost effective way, with the minimum of inconvenience for operators and maintenance organisations. The Regional Office will manage the survey programme locally, which will define the depth and frequency with which surveys will be carried out on a

* This Number was previously used for a Notice concerning Radio-Coupled Automatic-Pilots Installed in Rotorcraft – Certification by Licensed Aircraft Maintenance Engineers which was cancelled in March 1987.

[illegible] for all Operators.

1.3 The CAA will liaise with the operator and/or maintenance organisation, through the appropriate AMSD Regional Manager, to establish which scheduled maintenance inputs offer an opportunity for CAA survey (reference JAR/ACJ 145.25(a)(1)). Other surveys will be undertaken as required to ensure that the programme is representative. Ramp surveys (aircraft in service) will normally be carried out by the AOC Maintenance Section of the Flight Operations Department but Regional Office staff will supplement these during surveys of Line Maintenance arrangements.

2 Access to aircraft Air Navigation Orders made pursuant to Section 60 of the Civil Aviation Act provides for the CAA to nominate authorised persons to have the right of access for the purpose of inspecting an aircraft or its documents, and JAR 145.90 grants access to the approved maintenance organisation to determine continued compliance with JAR 145. CAA will take account of the effects that any survey activity may have on aircraft operation, to minimise any disruption.

3 Programme The aircraft monitoring programme will enable CAA to sample a percentage of the UK registered fleet within certain time periods. Targets have been set for surveys of aircraft at various levels, particularly during heavy maintenance, routine Base and Line maintenance and during ramp servicing. In order that the CAA can plan to monitor a representative sample of the fleet, AOC Operators and approved maintenance organisations are required to provide CAA Regional Offices with details of the composition of their operating fleet and the maintenance plan which has to be kept to satisfy JAR 145.25(a).

for the Civil Aviation Authority

Safety Regulation Group
Aviation House
Gatwick Airport South
West Sussex RH6 0YR

MOTORGLIDER PERFORMANCE

Make/Model	UK Approved F/M	Empty/Gross (lbs)	Engine/HP	Climb(fpm)	T/O Run (SL)
Aerotechnik L-13E Vivat	L-13 SEH	1587 mauw	Mikron M3 AE/65	490	787
Brasov M2A (IS 28 M2)	Dated-01/07/80	1234/1675	Limbach SL 1700/65	+250	N/K
Fournier RF4D	Dated-01/06/67	615/860	Rectimo 4AR 1200/39	600	885
Fournier RF4D	Dated-19/02/70	595/860	Rectimo 4AR 1200/39	500	1150
Fournier RF5	Dated-26/09/74	925/1435	Limbach SL 1700 E/65	591	710
Fournier RF5	Dated-25/08/69	925/1435	Limbach SL 1700 E/65	591	710
Fournier RF6B-100	Dated-09/81	1651 mauw	Continental 0200A/100	610	1049 (clear 50ft object)
Grob 109	Dated- March 1981	1320/1820	Limbach S 2000 EB/80	530	730
Grob 109 B	Dated-01/09/83	1367/1874	Grob- 2500-E/D1/80	670	636
Dimona H36	H 36	1698 mauw	Limbach S 2000 EB/80	532	679
Super Dimona HK36 R	HK36 R	1698 mauw	Rotax 912 A/80	750	669
"Hobbyliner" HB-23	None on UK register-	No information on type.	-	-	-
Scheibe SF25C "Falke"	Dated-20/01/88	915/1430	Limbach S 2000 EB/80	570	367
Slingsby T 61	Dated-10/09/71	810/1220	Stamo MS-1500/45	400	1300 (clear 50ft object)
Valentin "Taifun" 17E	Dated-28/11/83	1278/1804	Limbach S 2000 EB/80	571	882

Note:- 1/Rate of Climb figures are for ISA conditions at Sea Level and at Max all up weight (mauw).
2/Aircraft with mauw only, no empty weight information available

FLM CAA. 24/11/95

Devon Airsports

Eaglescott Airfield
Burrington
Umberleigh
North Devon

Tel: Ashreigney (07693) 404

NORTH DEVON GLIDING CLUB

February 1995

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