

BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET (TNS) 5/6/95

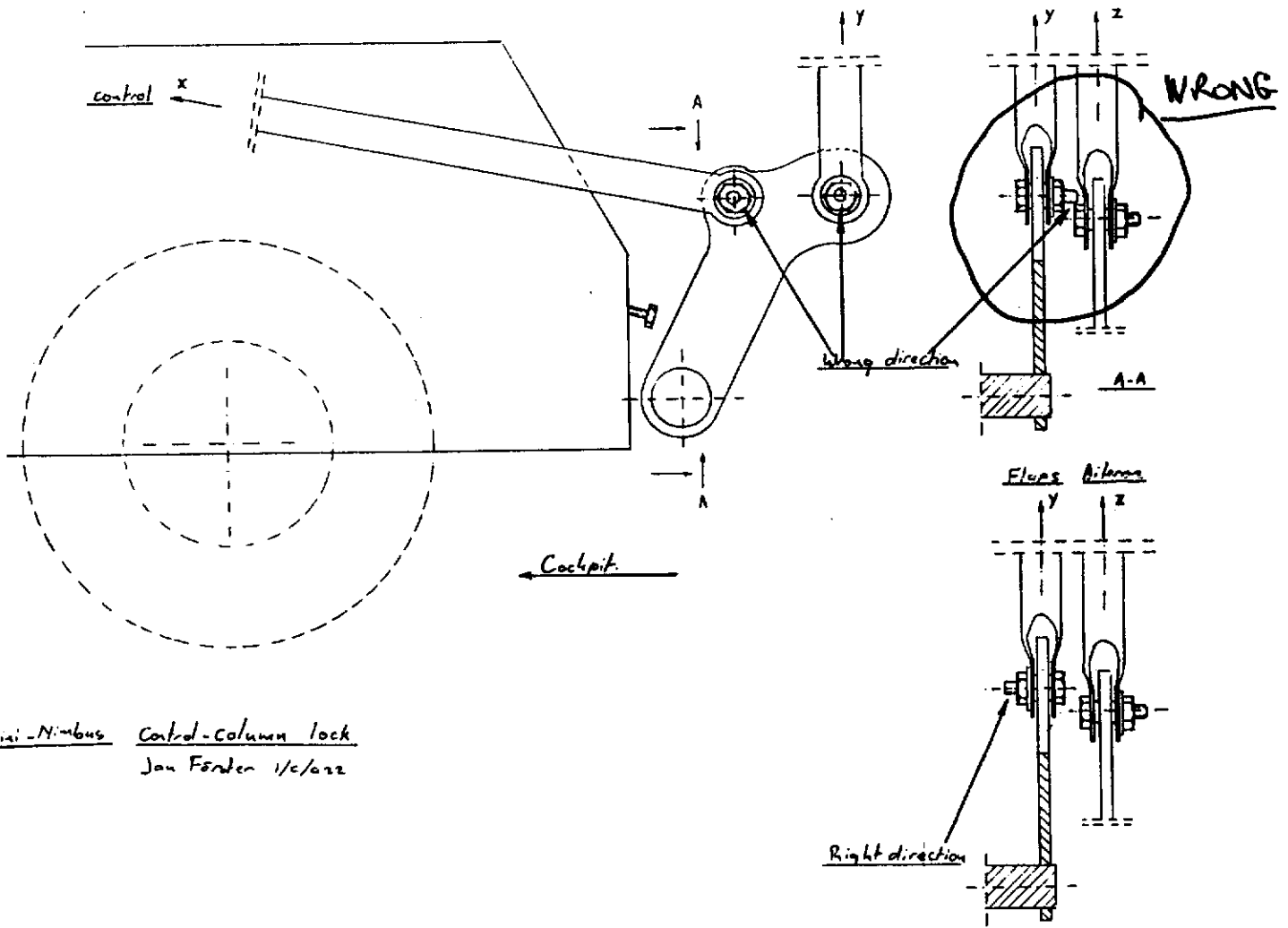
- PART 1 AIRWORTHINESS "AGGRO" - Please add to the BGA's 1995 Blue Pages.
- 1.1. MINI-NIMBUS - Potential control system foul is illustrated in attached sketch. (Jan Forster).
- 1.2. L'Hotellier Connectors - Alternative method of securing is outlined herein. (Steve Taylor).
- 1.3. L'Hotellier NOT Connected - STD-Cirrus-assyetric airbrake in flight due to failure to apply the POSITIVE CONTROL SYSTEM check. (Aboyne).
- 1.4. Astir CS - Stiff Airbrake System - L'Hotellier found damaged by overload. System re-rigged. Check for correct rigging. (Mike Foreman - Highland G.C.).
- 1.5. OLY 460 Winch Launched with one Tailplane not secured - landed safely! (Portmoak).
- 1.6. KA6 (Series) Rotten Structure - below the paint at base of the fin. Sketch from R.W. Collins. Has been reported previously on KA7/13 etc. Look carefully by removing the paint!
- 1.7. Grob Astir Series - LBA A/D 94-317/2 herewith draws attention to replacement of Elevator Lever. (Previously Notified).
- 1.8. "Oxygen" Bottles - should be clearly marked - colour coding can be confusing!
- 1.9. Centrair 201 Series - A/D 95-060(A) herewith extends the service life to 6000 hrs subject to inspections.
- 1.10. BOMBARDIER - ROTAX Engines - CAA A/D's Vol III dated March 1995 are attached hereto.
- 1.11. SLINGSBY/SCHIEBE SF25/T61 Series - S.L.M.G's - Hardened plastic tubing on fuel gauges may leak and drain away all the fuel. (Ian Hammond).

- 1.12. STEMME S10 - V - LBA A/D 95-177 concerns propeller blade extension fork.
- 1.13. ASH 26/26E - Rear fuselage modification as required - ref attached sketches.
- 1.14. Centrair 201. A/D 95-0085(A) requires inspection of Elevator Control.

PART 2 GENERAL MATTERS

- 2.1. R D Aviation System Data Sheets are available as advertised herein.

Dick Stratton
Chief Technical Officer



Mini-Nimbus Control-Column lock
 Jan Fender 1/6/22

MINI-NIBBUS

Potential Control System Foul

Already Actioned By SB. 306-33 (1994)



Luftfahrt-Bundesamt
-AD-Department-

Airworthiness Directive

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

94-317/2 Grob

Date of issue: April 21, 1995

Affected Sailplane and powered Sailplanes:

- GROB
- German Type Certificate No.: 306
- ASTIR CS - Serial Numbers: 1001 to 1536
- ASTIR CS 77 - Serial Numbers: 1601 to 1844
- ASTIR CS Jeans - Serial Numbers: 2001 to 2248

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

- German Type Certificate No.: 856
- ASTIR CS TOP
- ASTIR CS 77 TOP
- ASTIR CS Jeans TOP
- S/No's.: as listed under Type No. 306 (see above)

Subject:

Flight Controls, Elevator Control, Elevator Lever Part Number 102-3541 and 102-3542 in the top of the vertical stabilizer.

Reason:

This Airworthiness Directive is promoted by a periodical inspection report of a cracked elevator lever. The cause for the crack was found during a metallographic analysis.

Action:

- Inspection (for P/N 102-3542 only) and Replacement.

Compliance:

For elevator lever P/N 102-3542:

Perform a inspection prior to further flight in accordance with Grob Service Bulletin. In case of a positive inspection result - Prior to further flight - Replace the elevator lever with a new one having the P/N 102-3543.

In case of negative inspection result - Replace the elevator lever:

- a) for sailplanes: not later than December 31, 1994; b) for powered sailplanes: not later than May 31, 1995.

For elevator lever P/N 102-3541:

Replacement of the elevator lever:

- a) for sailplanes: not later than December 31, 1994; b) for powered sailplanes: not later than May 31, 1995.

Note: The replacement of the elevator lever is also a part of the LTA-No. 93-041 (3000 flight-hour-inspection). It is able that the actions required by this AD are already been accomplished in accordance with the Installation Instruction No. 306-30/1.

Technical publication of the manufacturer:

Grob G 102 Service Bulletin No. 306-33, dated 15 September 1994, with Installation Instruction No. 306-30/1, dated 11 October 1994 which becomes herewith part of this AD and may be obtained from manufacturer.

Burkhart Grob Luft- und Raumfahrt GmbH&Co.KG
Postfach 12 57
D-87712 Mindelheim
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 the AD-No. 94-317 dated October 20, 1994.



Luftfahrt-Bundesamt
-AD-Department-

Airworthiness Directive

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

LBA AD 95-177.

95-177 Stemme

Date of issue: March 30, 1995

Affected powered sailplanes:

German Type Certificate No.: 846

Stemme

S10-V

- S/No's.: 14-001 and up including all conversions 14-xxxM

Subject:

Exchange, Inspection and Modification of the propeller blade suspension fork.

Reason:

Rupture of the propeller blade suspension fork at the thread on its shaft.

Actions:

Exchange, Inspection and Modification in accordance with Stemme Service Bulletin.

Compliance:

Exchange of the propeller blade suspension forks after TBO of the propeller (100 Hours time in service) has expired.

Inspection must be carried out on all propeller forks with operating times exceeding 50 hours time in service.

Technical publication of the manufacturer:

Stemme Service Bulletin No. A 31-10-020, Amendment-Index 01.b, dated March 23, 1995 which becomes herewith part of this AD and may be obtained from Messrs.

Stemme GmbH & Co. KG
Gustav-Meyer-Allee 25

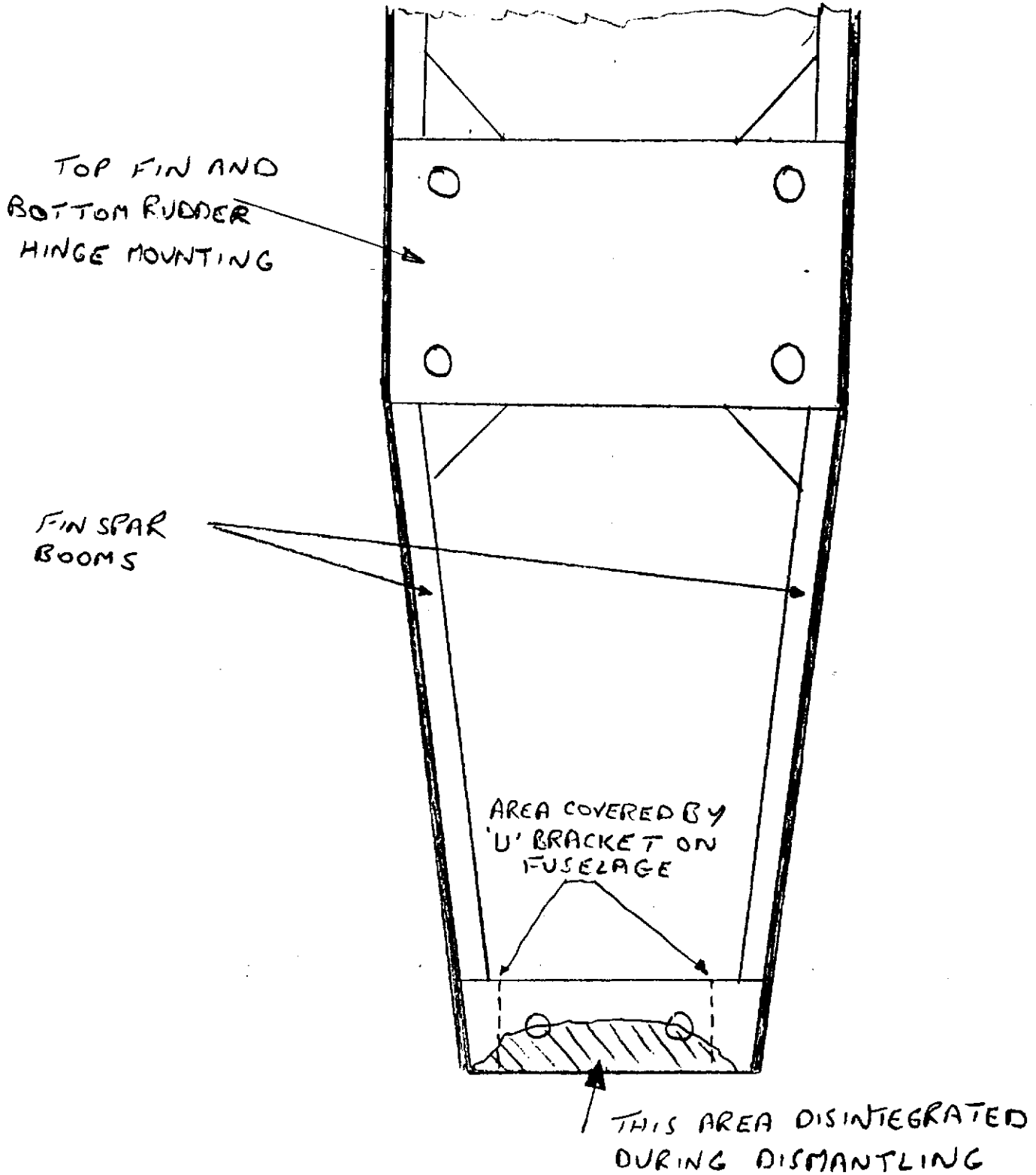
D-13355 Berlin
Federal Republic of Germany

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.

* * *

K6B BGA 1458 VIEW ON REAR OF FIN



Ka6 - ROT AT BASE OF FIN.

R.W. Collins.
I/A/120 ME.

29 June 1994

L. HOTELIERS.

Dear Dick

Following our telephone conversation re Cirrus L'Hotelier connections, please find below details of the alternative method of putting the same into safety without the use of "R" pins.

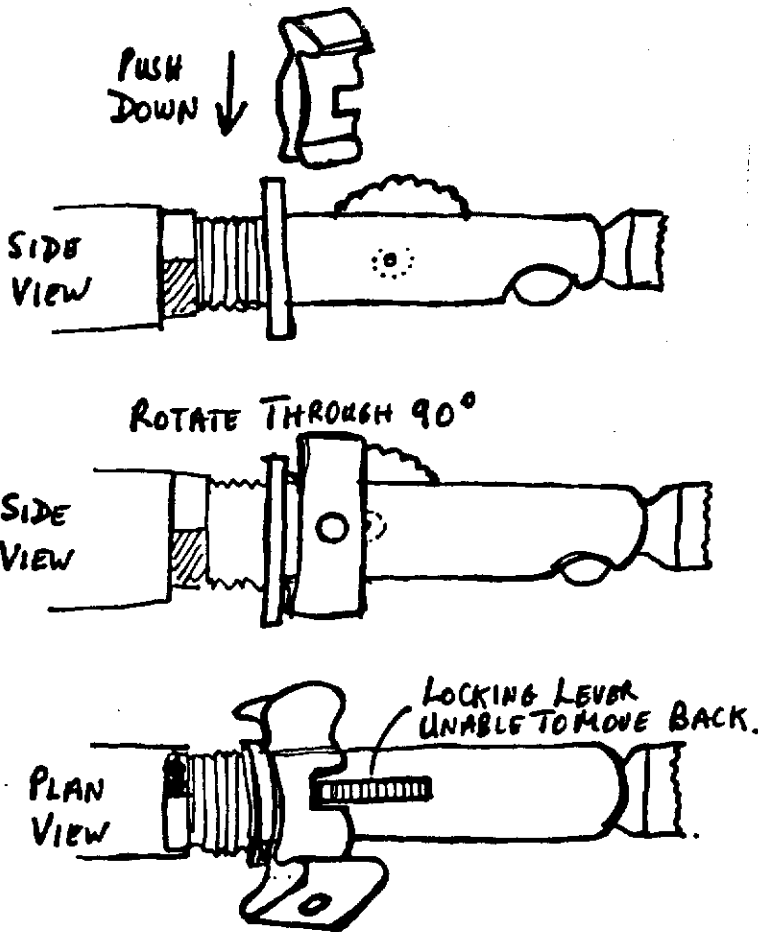
L'Hotelier Connection Alternative Locking Arrangement (Non-Wedge Type)

Connecting L'Hotelier on Standard Cirrus (and other types) is tricky since one is working blind, through a trap door, and over the main spar. Inserting "R" pins is well nigh impossible.

Adapted "Terry" tool clips make the job possible. The adaption is to file a slot as shown. The "Terry" clip is tethered via nylon cord to hollow rivet holes already present in the ends of the push rods.

Operation

Having made the connection, the "Terry" clip is pushed vertically down over the locking lever and then rotated through 90 degrees at which time the clip "clicks" into position over the lever. The depth of the groove is not critical, since even if the remaining body of the clip does not clear the lever, the serrations in the lever prevent any backward movement of the same. Removal is achieved by pushing the "Terry" clip forward.



GROOVE FILED
3/4 WAY UP
"TERRY" TOOL CLIP

Steve Haylor 29/6/94
 IC 857/MG
 "THE LANTERNS"
 HOLMAY PARK
 CARLTON
 GOOLF
 DN14 9LP
~~01405~~ 86 0114
 01405
 BURN G.C.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspection and/or modifications described below are mandatory. No person may operate a product to which this**Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive*

Translation of 'Consigne de Navigabilité'

ref.: 95-060(A)

In case of any difficulty, reference should
be made to the French original issue.**CENTRAIR****Type 201 sailplanes**

Extension of the service time

This Airworthiness Directive concerns types 201 A, 201 B, 201 B1 sailplanes, all serial number.

The results of fatigue tests have demonstrated, up today, that the time in service of type 201 sailplanes may be extended to 6000 hours, provided the airworthiness of each individual aircraft is evidenced by a special multi stage inspection program, which is then to be incorporated into the Maintenance Manual of the model concerned after 3000 and 4500 hours T.I.S. :

- For sailplanes with less than 3000 hours T.I.S. :
 . at 3000 hours and latest at the next following annual inspection.
- For sailplanes with between 3000 and 4500 hours T.I.S. :
 . at 4500 hours and latest December 31, 1995.
- For sailplanes with 4500 or more hours T.I.S. at the effective date of this A.D.

Record the application of this Airworthiness Directive on the aircraft logbook.

Ref. : SB CENTRAIR n° 201-12 REV 1 dated January 26, 1995

EFFECTIVE DATE : APRIL 08, 1995

d/JB

March 29, 1995

CENTRAIR
Type 201 sailplanes

95-060(A)

BOMBARDIER-ROTAX SERIES ENGINES

PART 1 – AUSTRO CONTROL GmbH AIRWORTHINESS DIRECTIVES

<i>ACG AD No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
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.
82	Ignition problems in areas of heavy radio transmission.	Applicable to Bombardier-Rotax 912A series engines Serial No. 4,076.064 and subsequent. Compliance required as detailed in AD. Bombardier-Rotax Technical Bulletin No. 912-07 also refers.

PART 2 – CAA ADDITIONAL AIRWORTHINESS DIRECTIVES

<i>CAA AD No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
006-03-90	Failure of crankcase/gearbox thread bosses.	<p>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.</p> <p>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.</p>

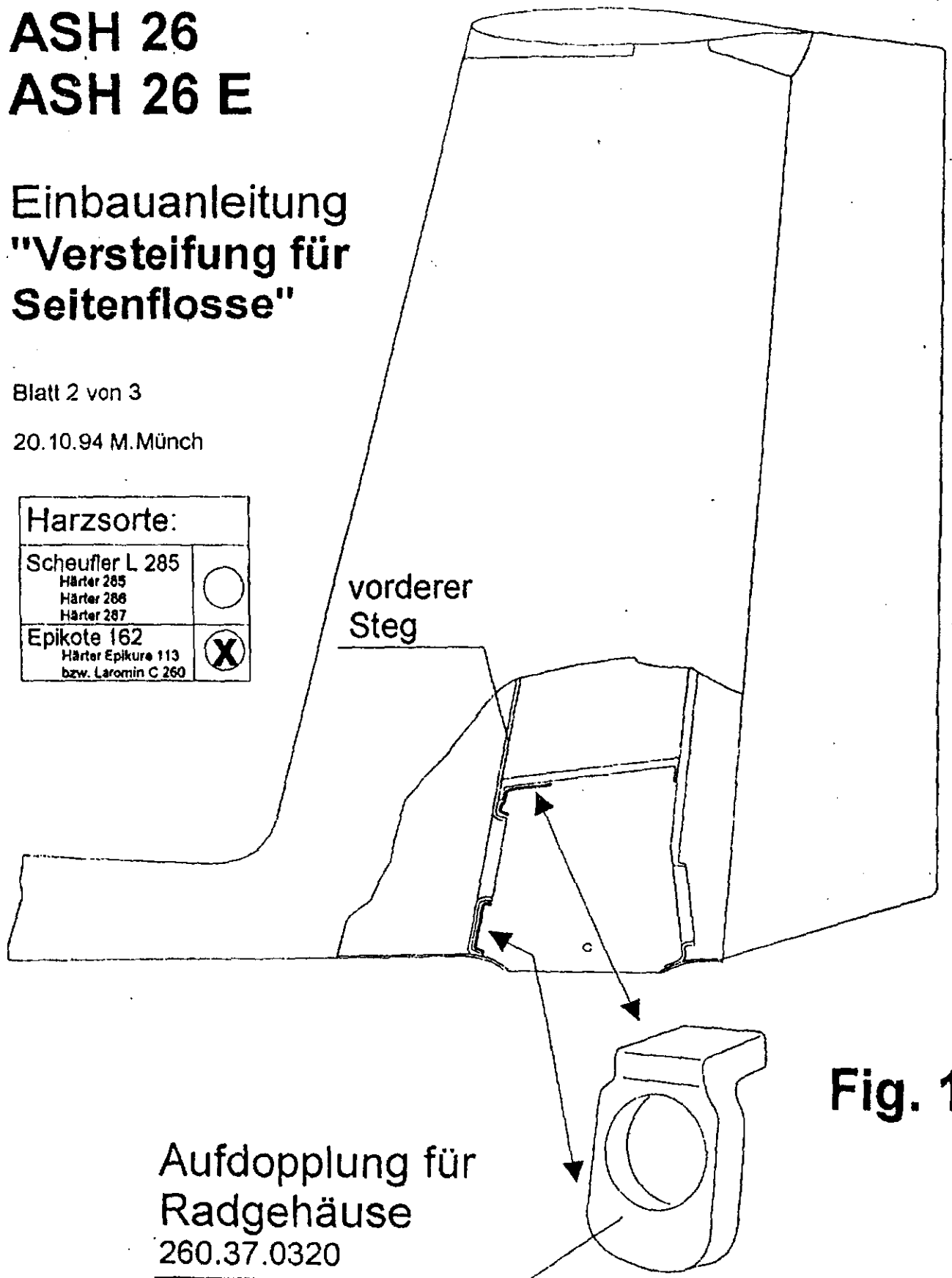
ASH 26 ASH 26 E

Einbauanleitung "Versteifung für Seitenflosse"

Blatt 2 von 3

20.10.94 M.Münc

Harzsorte:	
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Epikote 162 Härter Epikure 113 bzw. Laromin C 260	<input checked="" type="radio"/>



ASH 26

ASH 26 E

Einbauanleitung "Versteifung für Seitenflosse"

Blatt 3 von 3

20.10.94 M. Münch

Harzsorte:

Scheufler L 285
Härter 285
Härter 286
Härter 287



Epikote 162
Härter Epikure 113
bzw. Latomin C 260

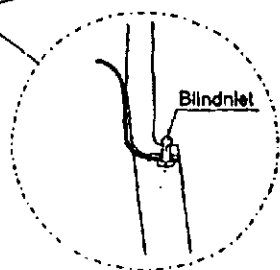


Fig. 2

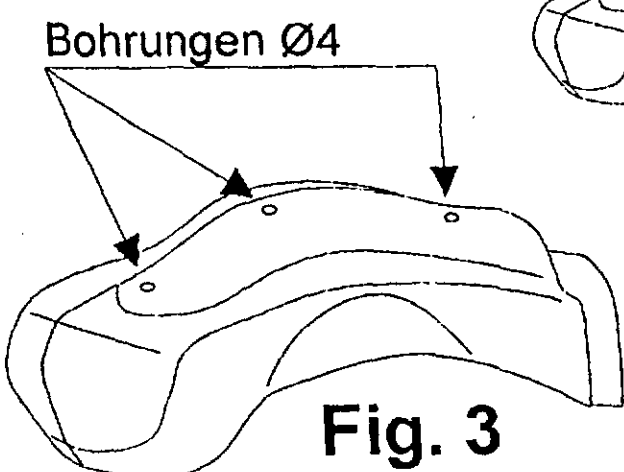


Fig. 3

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspection and/or modifications described below are mandatory. No person may operate a product to which this**Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive*

Translation of 'Consigne de Navigabilité'

ref.: 95-085(A)

In case of any difficulty, reference should
be made to the French original issue.**CENTRAIR****Models 201 sailplanes****Elevator control**

The present Airworthiness Directive concerns models 201 A, 201 B, 201 B1 sailplanes, all serial number.

In order to avoid a possible risk due to an excessive play between the stratified part and the upper metallic part of the push-rod of the elevator control, the following measures are made mandatory at the effective date of this Airworthiness Directive :

- Within the next 3 month and after at each annual inspection and GV proceed to inspection in accordance with CENTRAIR SB Nr 201-13.

Record the application of this Airworthiness Directive on the aircraft logbook.

Ref. : SB CENTRAIR Nr 201-13 dated April 12, 1995

EFFECTIVE DATE : MAY 20, 1995

n/JB

May 10, 1995

CENTRAIR
Models 201 sailplanes

95-085(A)

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April 1995

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