

BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET 9/10/97

- PART 1 Airworthiness "AGGRO" Please add to the 1997 Red Pages.
- 1.1 SLINGSBY T51 DART - (Metal Sparred Versions) the attached fax from Slingsbys is self-explanatory. A sample with corrosion between the bonded spars has been inspected both by SLINGSBY's and BGA. TI 109/T51 is attached. Compliance with TI 109/T51 must be reported to Slingsby's and BGA.
- 1.2 UNSECURED BALLAST BAGS in seats have caused minor injuries in two separate incidents. Club Safety Officers may wish to eliminate this hazard ?
- 1.3 PEGASUS with rudder pedals adjusted fully forward, stiff plastic tubes on rudder cables jammed the aero-tow hook, thereby locking-up the winch hook as well. (A.J Dibdin Safety Officer, Cambs GC)
- 1.4 ASW 20 Elevator locking pins in L'Hotelier connector foul on the fin structure thereby jamming the elevator. (Cambs GC)
- 1.5 GROB G102 - Rear Release Cable can ride up between the instrument panel and panel coaming, thereby holding the hook open. (Cambs GC)
- 1.6 SLINGSBY VEGA excess play in the flaps caused by disbonding of several flap drive yokes, on the flaps. (Cambs GC)
- 1.7 DG505 TOW RELEASE CABLE departed from the pully beside the rear hook and jammed between the pulley and its housing. Could apply to DG500. (Tim MacFadyen). Manufacturer informed.
- 1.8 ASW 15B - AILERON MASS BALANCING. The max permitted trailing edge heavy moment is 120 Newtons (122 kg mm). If you have repainted your ASW 15, check balance the controls. (Tim MacFadyen, Bristol & Glos GC)
- 1.9 ASK 23 SERIES LBA A/D 97-244 (attached) increases the service life to 12000 hours subject to a multi-step inspections.
- 1.10 JANTAR STD Increase in static friction in aileron system caused by corrosion in bushes at aileron actuator.
- 1.11 LIMBACH SERIES ENGINES IN SLMG'S LBA A/D 97-237 (attached) require inspection for suspect floats in carburettors.

- 1.12 ROTAX 914 ENGINES A/D 90 (attached) requires inspection of banjo bolt in turbo charger line.
- 1.13 ROTAX 912 A/D 89 (attached) requires exchange of propeller gearbox.
- 1.14 ROTAX 914 A/D 88 (attached) requires verification of mixture enrichment jet.
- 1.15 AEROMOT AMT - 200 (X - IMANGU SLMG) CAA A/D requires inspection of front horizontal stabilise bolt . (attached)
- 1.16 ROTAX 582/532 ENGINES A/D 006 -03-90 (attached) concerns reduction gearboxes.
- 1.17 PW5 the following service bulletins have been received.
- a. 5/PW - 5/97 - Modified Position of Static Pressure Transmitters.
 - b. 6/PW - 5/97 - (MANDATORY) Check of Canopy Frame Profile Shape.
 - c. 7/PW - 5/97 - Installation of New Canopy Jettisoning System. (Serial No's to 17/07/013 except 17/06/018).

Copies from UK Agents - Joint Aviation Services - 01420 88664

PART TWO GENERAL MATTERS

- 2.1 BGA Inspector Renewal application forms have been sent to all currently listed. Please respond ASAP to ensure continuity of your insurance cover, and the provision of TNS's.
- 2.2 BGA C of A Renewal fees have been revised to £37.50
- 2.3 GRP Hand Laminating Courses are available at Southampton College (Marine Technology Centre) Hazel Road, Woolston, Southampton, SO19 7GA (01703 434005). (Reported by G E Brown).

Dick Stratton
Chief Technical Officer



TELEFAX TRANSMISSION

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Telefax To: c/o Irvin Aerospace Ltd

Date: 10.9.97

Attn: Dr Mike Woollard, Chairman BGA Technical Committee

Telefax No: 01462 482007

No of Pages: 2

(Inc First Page)

Telefax From: D W Goddard

SUBJECT: SLINGSBY T51 DART SAILPLANES

Ref Your Fax: "Woollard to Goddard" dated 8 Sept 97"

Thank you for your fax referenced above. Slingsby have carried out investigative work into the possibility of T51 Dart spar corrosion problems following notification by the CAA of the Olympia 460 accident.

A summary of our findings and recommendations is as follows:

1. Your fax is incorrect in stating that Redux is not used on the Dart sailplane. The Dart has a similar spar construction to the Olympia 460 ie al.al/plywood sandwich structure, bonded together with Redux.
2. The Olympia 460 failure occurred in the spar tang area not supported/protected by the wing skin/rib structure. The Olympia modification introduced several bolt assemblies through the tang assemblies thus affording additional support in the compression buckling mode of failure.

The Dart design has always had this additional support incorporated.

3. SAL representatives visited McLean Aviation at Sherburn in June of this year to inspect a Dart sailplane.

Bob McLean was extremely helpful in making the sailplane available and removing areas of ply, etc., in order to inspect the spars.

No significant corrosion was found except where 'mouse pee' had caused local surface corrosion next to the nest.

This could have been cleaned off, blended in and reprotected.

The aircraft had been stored for 10 years in a dry trailer parked outside and was in excellent condition generally.

Cont'd...

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4. Slingsby also visited Lasham (Mike Frupp) to look at another Dart sailplane on 6th September 97.

This sailplane had been stored in a trailer outside and rain water had leaked inside adjacent to the LH wing airbrake box.

Subsequent inspection, involving removal of the plywood immediately above the laminated spar section revealed corrosion and delamination which was not visible when viewed externally or through the airbrake box.

The corrosion/delamination was present on both the LH (wet) and RH (dry) wings.

5. SAL RECOMMENDATIONS:


- (a) T.I. 58, dated May 1973 at Issue 1, is considered to be inadequate for inspection purposes.
- (b) SAL recommend grounding of the metal sparred T51 Dart fleet.
- (c) SAL will issue a new T.I. No. 109/T51 which will supersede T.I. 58.

This T.I. will call up inspection of metal sparred Darts in accordance with revised inspection procedures.

The T.I. will address inspection, rectification action, advice for sailplane storage and feedback information.

Should you require any further information please do not hesitate to contact myself or Mr Michael Rutter (Airworthiness Co-ordinator).

Regards.



D W Goddard
Chief Designer

cc W A Bevan - CAA Gatwick
J Bevan)
P Lewis) SAL
M J Rutter)
J C Bewley

TECHNICAL INSTRUCTION

TI No. 109/T51 Issue No. 1

TITLE INSPECTION OF DART 15/17M DURAL SPARS

CLASSIFICATION

This Service Bulletin has been classified by SAL as Essential

COMPLIANCE

Before next flight

THIS T.I. SUPERSEDES T.I. 58 IN ITS ENTIRETY
APPLICABILITY:

T51 Darts with metal spars.

The following Works Numbers are those Darts known to have wooden spars and are therefore not affected by this T.I.

1405, 1421, 1423, 1424, 1425, 1429, 1430, 1431, 1434, 1435, 1437, 1438, 1439, 1440, 1441, 1446, 1459.

INTRODUCTION

This T.I. introduces an inspection to Dart 15/17 metre sailplanes with the dural spar. For identification purposes, the dural spar measures 56mm (2.2") approx across at the root rib, top surface, less at the lower surface.

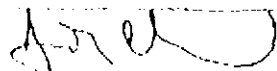
This inspection has been prompted following the findings of an investigation into cracks on the stbd wing. These particular cracks were in the glue joint of the spar/skin interface. These were seen when looking into the airbrake box.

The skin over the spar area was removed locally to investigate the extent of the cracks. A feeler gauge, .002" (.05mm) thick, was then run along the dural boom lamination joints. This action highlighted a clean delamination to a depth of approximately 3" (80mm). Further delamination was then found.

This particular wing had been subject to water leaking onto it whilst de-rigged in its trailer.

The port wing was then investigated for completeness and this too revealed delamination and corrosion at the interface of the dural plates.

ISSUED BY:


SLINGSBY AVIATION
 Kirkbymoorside, York YO6 0LZ England

 Tel. (01751) 432474
 Fax (01751) 431173
 E-mail SAL1@Slingsby.co.uk

Date

Page 1 of 4

TECHNICAL INSTRUCTION

TI No.

109/T51

Issue No. 1

TITLE

INSPECTION OF DART 15/17M DURAL SPARS

CONTINUED

ACTION:


1.
 - i) Carefully remove the ply skin from both wings, over the lower spar for the length of the airbrake box. Refer to Fig. 1.
 - ii) Carefully remove paint to expose root fitting joints.
2. Ensuring dural booms are not damaged, carefully clean away any "Redux" that may have spilt from the joints during manufacture.
3. With the aid of a feeler gauge, .002" (.05mm) check for integrity of all exposed joints for delamination/exfoliation corrosion (white powdering on the metal).
4.
 - i) If delamination/corrosion found then inform SAL before proceeding with repairs.

Note: If T.I. 58 has been completed since 1st January 1997 and aircraft was found to be satisfactory para 4 ii) may not need to be carried out, continue as per para 5.

- ii) If no delamination/corrosion found check for water contamination in other parts of the wing. This can be done by the use of an endoscope. Drill small holes (size to suit instrument) as required in root rib and 'D' box for access.
 - a) If water contamination/exfoliation corrosion is found remove skin over the appropriate area of spar and inspect as paras 3 & 4 i).
 - b) If no contamination/corrosion found refer para 5.
5. Should any doubt exist as to the integrity of the spar, remove the skin locally and inspect as para 3.
6. Upon satisfactory inspection, repair skin, ensuring exposed areas of the metal spar are re-protected. Do not repair using acid hardener based glues. If in doubt contact SAL.

Ensure, following repair, drain holes are not blocked.

Approved:



Date

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of

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TECHNICAL INSTRUCTION

TI No. 109/T51 Issue No. 1

TITLE INSPECTION OF DART 15/17M DURAL SPARS

CONTINUED

7. After care:
- i) Ensure sailplane is not subject to water ingress, ie prolonged parking in rain or overnight in damp conditions. Minimise water traps and dry prior to hanging/trailing.
 - ii) When stored in trailer ensure:
 - a) Trailer is in good repair.
 - b) Trailer is vented and dry.
8. Prior to each flight following storage, ensure glider spar fittings and airbrake boxes are suitably protected and show no sign of corrosion or water contamination. Should corrosion/water contamination be present, carry out this inspection.
9. Recording:
- i) After satisfactory inspection annotate in Logbook "T.I.109/T51 carried out".

A record of a satisfactory inspection rescinds grounding of the Dart - Metal Spurred - Sailplane implemented 11th September 1997.
 - ii) At each 5 year interval invoke this T.I. and upon satisfactory inspection annotate Logbook "T.I.109/T51 carried out".
9. On initial application of this T.I. please inform SAL of:
- i) Your/Owner's name and address.
 - ii) Dart type, ie 15/17, metal/wood spar, retractable/fixed undercarriage, Wortmann wing, 15m to 17m conversion.
 - iii) Works Number, eg 1454.
 - iv) Certification authority registration.

For further information please contact SAL Product Support Department.

Approved: 

Date

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TECHNICAL INSTRUCTION

TI No. 109/751 Issue No. 1

TITLE INSPECTION OF DART 15/17M DURAL SPARS

CONTINUED

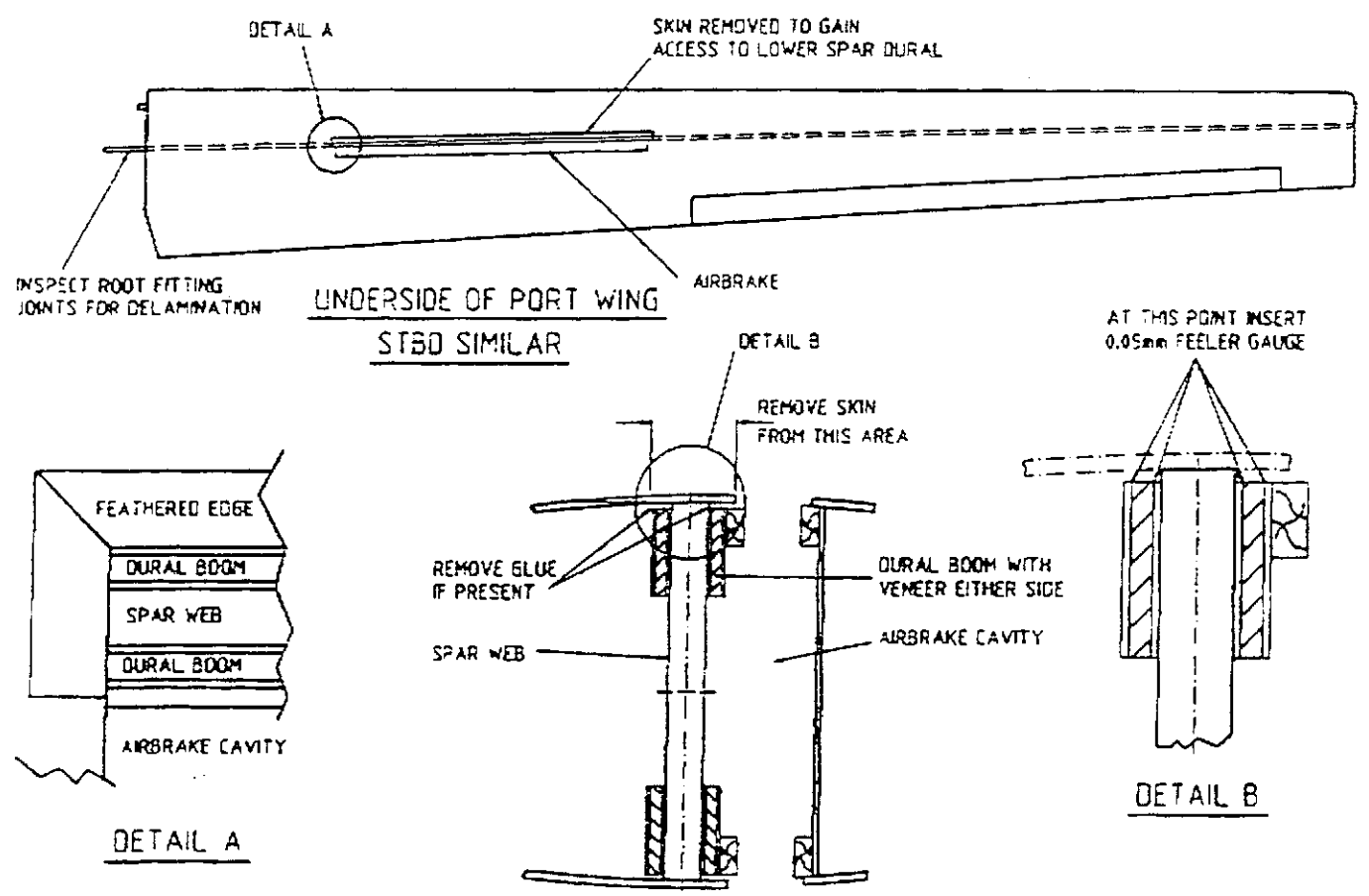


FIG. 1.
INITIAL INSPECTION AREA

Approved:

[Handwritten signature]

MTP 2457

Date

Page

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**Airworthiness
Directive
97-244**

Luffahrt-Bundesamt
Airworthiness Directive Section
Lilienthalplatz 6
38108 Braunschweig
Federal Republic of Germany

Schleicher

Effective Date: August 28, 1997

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Schleicher, Poppenhausen, Germany
Type:	ASK 23 and ASK 23B
Models affected:	ASK 23 and ASK 23B
Serial numbers affected:	all
German Type Certificate No.:	353

Subject:

- a) Amendment of the Maintenance Manual
- b) Inspection Program to increase the service life

Reason:

The results of fatigue tests on fiber composite wings and wing spars have demonstrated that a service life of 12000 hours can be reached for these structural components. As the fatigue tests did not cover the entire (fiber composite) glider, the service life of 12000 hours can be granted only if the airworthiness of each individual glider (beyond the obligatory annual C of A Inspections) is demonstrated in a special multi-step inspection program for the purpose of increasing the service life.

Action:

Exchange of some pages into the Maintenance Manual.

Compliance:

- a) Prior at the next annual inspection, but not later than December 31, 1997
- b) Prior to reaching a total service life of 3000 flight hours respectively

Technical publication of the manufacturer:

Alexander Schleicher ASK 23 / ASK 23B Technical Note No. 12 dated June 16, 1997 which becomes herewith part of this AD and must be obtained from Messrs.:

Alexander Schleicher GmbH & Co.
Segelflugzeugbau

D-36163 Poppenhausen

Federal Republik 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 book by a licensed inspector.



TWS 9/16/97

SAFETY REGULATION GROUP



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Our ref 9/97/CtAw/243

29 July 1997

**LBA AIRWORTHINESS DIRECTIVE NO 97-237
LIMBACH L2000 AND L2400 SERIES ENGINES
LEAKING CARBURETTOR FLOATS BECAUSE OF MANUFACTURING ERRORS**

This letter transmits a copy of the above referenced Airworthiness Directive for your attention.

The provisions of Article 9(7) of the Air Navigation Order (1995) as amended, are such that a Certificate of Airworthiness in respect of an aircraft registered in the United Kingdom will cease to be in force until any modification or inspection, being a modification or inspection required by the CAA is completed.

In accordance with Article 9(7) and Airworthiness Notice No. 36 the modification or inspection required by this Airworthiness Directive is mandatory for applicable aircraft on the UK Register.

IT IS RECOMMENDED THAT YOU FORWARD A COPY OF THIS AIRWORTHINESS DIRECTIVE TO THE ORGANISATION THAT MAINTAINS YOUR AIRCRAFT.

R J TEW
Applications and Certification Section



**Airworthiness
Directive**

97-237

Luffahrt-Bundesamt
Airworthiness Directive Section
Lilienthalplatz 6
38108 Braunschweig
Federal Republic of Germany

Limbach

Effective Date: 14 August 1997

Affected:

Kind of aeronautical product: Piston Engine for Motorglider
Manufacturer: Limbach Flugmotoren, Königswinter, Germany
Type: L 1700, L 2000 and L 2400
Models affected: L 1700, L 2000 and L 2400 all series and variants
Serial numbers affected: all, equipped with carburetor floats with inspection numbers from 2339 to 2663 (see note 1)
German Type Certificate No.: 4582, 4597 and 4607

Subject:

Leaking carburetor floats because of manufacturing errors.

Reason:

On carburetor floats installed and delivered by the manufacturer between 7 May 1996 and 30 April 1997, instances of leaking floats bodies were established. An investigation by the manufacturer revealed a manufacturing error of the floats produced in the mentioned period of time. The following action must be performed in order to prevent irregular engine operation and carburetor overflow.

Action:

1. Inspection of the carburetor if one of the affected floats is installed. This inspection must also be performed on carburetors where the presence of an affected float can not be impossible without any doubts.
2. Exchange of all affected carburetor floats with serviceable parts in accordance with Limbach Technical Bulletin No. 55, date of issue 20 May 1997.

Compliance:

For the actions listed, the following compliance times have been laid down:

1. Within the next 10 operating hours or within 1 month, whichever occurs first.
2. Before the next flight.

Technical publication of the manufacturer:

The Limbach Technical Bulletin No. 55, dated 20 May 1997, which becomes herewith part of this AD can be obtained from Messrs.:

Limbach Flugmotoren GmbH & Co. KG
Kotthausener Str. 5
53639 Königswinter
Germany
Tel. 0049 2244 9201-0
Fax 0049 2244 9201-30

Note 1: The inspection number is engraved into the metallic portion of the carburetor float.

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Our ref 9/97/CtAw/241

8 September 1997

**AUSTRO CONTROL AIRWORTHINESS DIRECTIVE NO. 90
ROTAX 914 F SERIES ENGINES
CHECK OF BANJO BOLT INSTALLED IN THE TURBO CHARGER PRESSURE OIL LINE**

This letter transmits a copy of the above referenced Airworthiness Directive for your attention.

The provisions of Article 9(7) of the Air Navigation Order (1995) as amended, are such that a Certificate of Airworthiness in respect of an aircraft registered in the United Kingdom will cease to be in force until any modification or inspection, being a modification or inspection required by the CAA is completed.

In accordance with Article 9(7) and Airworthiness Notice No. 36 the modification or inspection required by this Airworthiness Directive is mandatory for applicable aircraft on the UK Register.

IT IS RECOMMENDED THAT YOU FORWARD A COPY OF THIS AIRWORTHINESS DIRECTIVE TO THE ORGANISATION THAT MAINTAINS YOUR AIRCRAFT.

A handwritten signature in black ink, appearing to read "R J TEW".

R J TEW
Applications and Certification Section

Airworthiness Directive Nr. 90

Rotax 914 F-Series

1. Affected Engine: Rotax 912 F-Series, S/N 4,420.011 up to S/N 4,420.058 incl.
2. Subject: Check of the banjo bolt Rotax P/N 941 782 installed in the turbo charger pressure oil line.
3. Reason: The Manufacturer Bombardier Rotax has been discovered that a banjo bolt with built-in orifice instead of the banjo bolt with valve seat (P/N 941 782) was installed in the pressure oil line of the turbo charger.
4. Action: All affected Rotax 914 F-Series must comply with the actions required by Bombardier Rotax Technical Bulletin Nr. 914-04 issued 27. August 1997, which becomes herewith part of this AD.
5. Compliance: Before next flight
6. Accomplishment: The required action has to be accomplished by the manufacturer, or through an approved service center or by a licensed/qualified person. An entry into the aircraft/engine Log has to be done.

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Our ref 9/97/CtAw/241

12 August 1997

**AUSTRO CONTROL AIRWORTHINESS DIRECTIVE NO 89
ROTAX 912 A3 ENGINES
EXCHANGE OF PROPELLER GEARBOX**

This letter transmits a copy of the above referenced Airworthiness Directive for your attention.

The provisions of Article 9(7) of the Air Navigation Order (1995) as amended, are such that a Certificate of Airworthiness in respect of an aircraft registered in the United Kingdom will cease to be in force until any modification or inspection, being a modification or inspection required by the CAA is completed.

In accordance with Article 9(7) and Airworthiness Notice No. 36 the modification or inspection required by this Airworthiness Directive is mandatory for applicable aircraft on the UK Register.

IT IS RECOMMENDED THAT YOU FORWARD A COPY OF THIS AIRWORTHINESS DIRECTIVE TO THE ORGANISATION THAT MAINTAINS YOUR AIRCRAFT.

A handwritten signature in black ink, appearing to be "W R Trowell", written over a horizontal line.

W R TROWELL
Applications and Certification Section

Airworthiness Directive Nr. 89

Rotax 912 A3

1. **Affected Engine:** Rotax 912 A3, S/N 4,076.065 up to S/N 4,380.663 equipped with a hydraulic constant speed propeller

2. **Subject:** Exchange of propeller gearbox

3. **Reason:** The friction torque of the propeller shaft could be beyond the designated values

4. **Action:** All affected Rotax 912 A3 must comply with the actions required by Bombardier Rotax Technical Bulletin Nr. 912-19 issued 30. June 1997, which becomes herewith part of this AD

5. **Compliance:**
Part I: Before next flight
Part II: At the next 100 hours inspection

6. **Accomplishment:** The required action has to be accomplished by the manufacturer, or through an approved service center or by a licensed/qualified person. An entry into the aircraft/engine Log has to be done

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Our ref 9/97/CtAw/241

23 July 1997

AUSTRO CONTROL AIRWORTHINESS DIRECTIVE NO 88 ROTAX 914 F SERIES ENGINES VERIFICATION OR CALIBRATION OF THE MIXTURE ENRICHMENT JET

This letter transmits a copy of the above referenced Airworthiness Directive for your attention.

The provisions of Article 9(7) of the Air Navigation Order (1995) as amended, are such that a Certificate of Airworthiness in respect of an aircraft registered in the United Kingdom will cease to be in force until any modification or inspection, being a modification or inspection required by the CAA is completed.


In accordance with Article 9(7) and Airworthiness Notice No. 36 the modification or inspection required by this Airworthiness Directive is mandatory for applicable aircraft on the UK Register.

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A handwritten signature in black ink, appearing to read 'R J TEW'.

R J TEW
Applications and Certification Section



austro CONTROL Österreichische Gesellschaft für Zivilluftfahrt mbH	Lufttüchtigkeitsanweisung Nr. 88	Geschäftszahl: FL 206-1/01-97	
	Flugmotore Rotax 914 F-Serie	Kennzeichen: OE- -----	
		Blatt ZL. - 1 -	Blatt - 1 -
<p>1. Betreff: Rotax 914 F-Serie, WerkNr. 4,420.002 bis einschließlich 4,420.029 und WerkNr. 4,420.032 bis einschließlich 4,420.044</p> <p>2. Gegenstand: Kontrolle beziehungsweise Kalibrierung der Gemischanreicherungsdüse</p> <p>3. Anlaß: Bei schlecht eingestellter Druckentnahmebohrung der Anreicherungsdüse kann es bei Take-Off Leistung zu einer zu mageren Gemischbildung und in der Folge zu Motorschäden kommen</p> <p>4. Maßnahmen: Für alle im Betreff angeführten Motore Rotax 914 F-Serie sind die Maßnahmen der Technischen Mitteilung Nr. 914-03 der Firma Bombardier-Rotax vom 03. Juli 1997 anzuwenden und werden Bestandteil dieser Lufttüchtigkeitsanweisung</p> <p>5. Dringlichkeit: Vor dem nächsten Flug</p> <p>6. Durchführung: Die Maßnahmen sind vom Hersteller, von autorisierten Betrieben oder Personen mit entsprechender luftfahrtbehördlicher Berechtigung durchzuführen und im Bordbuch (Engine Logbuch) zu bescheinigen</p>			
Bearbeiter: Ing. Springenfels	Datum: 09. Juli 1997	 <i>Springenfels</i>	

Airworthiness Directive Nr. 88

Rotax 914 F-Series

1. **Affected Engine:** Rotax 914 F-Series, S/N 4,420.002 up to S/N 4,420.029 and S/N 4,420.032 up to S/N 4,420.044

2. **Subject:** Verification or calibration of the mixture enrichment jet

3. **Reason:** The pressure control bore of the mixture enrichment jet could be badly positioned, resulting in a too lean mixture at take-off performance, which could cause engine damage

4. **Action:** All affected Rotax 914 F-Series must comply with the actions required by Bombardier Rotax Technical Bulletin Nr. 914-03 issued 03. July 1997, which becomes herewith part of this AD

5. **Compliance:** Before next flight

6. **Accomplishment:** The required action has to be accomplished by the manufacturer, or through an approved service center or by a licensed/qualified person. An entry into the aircraft/engine Log has to be done

AEROMOT AMT-200 MOTORGLIDERS

PART 1 – DEPARTAMENTO DE AVIACO CIVIL AIRWORTHINESS DIRECTIVES

<i>DAC AD No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
97-04-02	Replacement flexible hoses.	Applicable to AMT-200 motorgliders serial numbers 200.046 through 200.066. Compliance required as detailed in AD. Aeromot Service Bulletin 200.079.036 also refers.
97-07-01	Inspection of the front horizontal stabilizer bolt.	Applicable to AMT-200 motorgliders serial numbers 200.057, .058, .059, .063, .065, .066, .071 and .072. Compliance required as detailed in AD. Aeromot Alert Service Bulletin 100-53-042 also refers.

ROTAX. 582/532 PART 2 - CAA ADDITIONAL AIRWORTHINESS DIRECTIVES

CAA AD No.	Description	Applicability - Compliance - Requirement
006-03-90	Failure of crankcase/gearbox thread bosses.	<p data-bbox="1137 327 2004 526">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 data-bbox="1137 558 2004 718">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>



The British Gliding Association Ltd.
Registered No. 422605 England
Registered Office as address

Secretary: Barry Rolfe

Kimberley House, Vaughan Way,
Leicester LE1 4SE
Telephone 0116 2531051
Facsimile 0116 2515939
E-mail Bgahq@aol.com

British Gliding Association

TO: ALL INSPECTORS

SEPTEMBER 1997

Renewal for your inspection approval for 1997/98 is due from 1st October and the annual fee is £17.50. Please complete and return the form below together with your cheque for renewal as soon as possible.

THE ANNUAL FEE INCLUDES YOUR CONTRIBUTION TO THE BGA BLOCK LIABILITY INSURANCE COVER.

=====

FULL NAME

ADDRESS

HAS YOUR ADDRESS CHANGED IN THE LAST 12 MONTHS. YES/NO

TEL: (H) (W)

BGA INSPECTION NUMBER I / / RATINGS

PFA INSPECTION NUMBER

CAA LICENCE NUMBER

CATEGORYGROUP/TYPE

I enclose inspection approval fee for 1997/98 £17.50

Please send the items ticked below:-

Technical Procedure Manual	£ 2.25
Standard Repairs to Gliders	£ 5.00
Aircraft Inspection & Repair EA-AC 43.13	£19.95
267 Forms (inspection pads)	£ 7.15

CHEQUE ENCLOSED FOR TOTAL OF £.....

SIGNED DATE

- Patron HRH The Duke of Edinburgh KG
- Vice Presidents Christopher R Simpson MA LLM
- Roger Q Barrett
- Tom Zealley BA PhD
- Ben Watson MA FCA
- Bill Walker MP
- Air Vice Marshal Don Spottiswood CB
- CVO AFC MA

