

## BGA TECHNICAL COMMITTEE

### TECHNICAL NEWSHEET 7/8/98

#### PART 1     Airworthiness "AGGRO"

Please add to the 1998 Yellow Pages.

- 1.1.     STEMME S.10 SERIES - Cracking in the Elevator Control Coupling. LBA A/D 1998 323/324 is attached for immediate action.
- 1.2.     MEZ's - Inspect Elevator Trim Assembly for signs of deterioration which might lead to failure of the trim system.
- 1.3.     SE.34 FIN/TAILPLANE FLUTTER. Frame in the rear fuselage at the base of the fin found to have become disbonded, probably due to poor manufacture. (Reported by Bristol & Glos G.C.).
- 1.4.     KA8. BOTTOM OF FIN POST - disintegrating - FRONT face ply and centre block no longer glued to side booms. (Reported by Peter Philpot, Bowland Forest G.C.). Inspect a.s.a.p.
- 1.5.     KA8. FABRIC ON "D" BOX POORLY ATTACHED. Correct procedures must be followed when applying fabric, according to the Manufacturer's Instructions for the material being used. (Reported by Peter Philpot).
- 1.6.     SLINGSBY CAPSTAN. Skid Rubber caused damage to the front fuselage skin, which impacted on the air brake drive mechanism. (Reported by Stan Denner- Newark & Notts G.C.).
- 1.7.     HOFFMANN 4 BLADE PROPELLER ATTACHMENT BOLTS LBA A/D 1998/322 has been sent by CAA to all known users of these propellers.
- 1.8.     LS1. INCREASE IN SERIES LIFE to 12000 hours. LBA A/D 1982-184/2 is attached, together with Rollander-Schneider Tech Note 40A.
- 1.9.     LS3. L'HOTELLIER CONTROL SYSTEM CONNECTORS. (LBA A/D 93.001/3. Technical Bulletin No. 56 is attached. REMINDER - this A/D applies to all L'Hotellier Connectors.
- 1.10.    CAPSTAN RUDDER CABLES Sketch from Ulster G.C. illustrates a possible problem.
- 1.11.    MT PROPELLERS. LBA Directives - the current list is attached.

- 1.12. VEGA CANOPY LOCKS are vulnerable to accidental opening if the Locking Lever is turned downwards. (Reported by Dartmoor Gliding Society).
- 1.13. STEMME S.10. FLAP DRIVE ROCKER - Replacement. LBA A/D 1998-24 (attached) requires action within 100 hours.

## PART TWO GENERAL MATTERS

- 2.1. THE SF34C, Manufactured by Centrair. The Type Certification issued by the French DGAC has been accepted by the BGA

Dick Stratton  
Chief Technical Officer

TNS 7/8/98



**Airworthiness  
Directive**

1998-323 / 324

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

**Stemme**

**Effective Date: July 01, 1998**

**Affected:**

Kind of aeronautical product: Powered Sailplanes  
Manufacturer: Stemme, Berlin, Germany  
Type: Stemme S 10  
Models affected: all  
Serial numbers affected: model S 10: 10-03 up to 10-63  
model S 10-V: 14-002 up to 14-030 and converted A/C from 14-012M up to 14-063M  
model S 10-VT: 11-001, 11-004 up to 11-013 and 11-015  
German Type Certificate No.: 846

**Subject:**

Flight Controls - Cracking in the elevator control coupling

**Reason:**

During a static load test on the elevator control, which was conducted for design purposes, cracks were found in the longitudinal control coupling where there is a welded joint with the drive-off lever. Since the cracks were already well advanced, the part concerned would in all likelihood have failed within the next few operating hours with disastrous consequences.

In addition to the defective part there are other parts in the control system with a similar force intersection design which, therefore, also harbor the risk of failure. These are the other coupling shafts in the control well (wing flap and airbrake ctrl coupling) and the flap drive rocker and the flap/aileron interference shaft in the mixing unit in the middle of the fuselage.

**Action:**

Inspection, dye penetration crack test and replacement of longitudinal control couplings in accordance with the Technical Notes.

**Compliance:**

Inspection and dye penetration test must be done before the next flight. Defective parts must be replaced before the next flight.

Replacement of the longitudinal control coupling must be performed within the next 100 flight hours, but not later than March 31, 1999.

**Technical publication of the manufacturer:**

Stemme Service Bulletin No. A 31-10-032, Amendment-Index 01.a dated May 20, 1998 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 book by a licensed inspector.

**Holders of affected aircraft registered in Germany have to observe the following:**

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

**Instructions about Available Legal Remedies:**

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Lilienthalplatz 6, 38108 Braunschweig.



**Airworthiness  
Directive  
1982-184/2**

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

**Rolladen-Schneider**

**Effective Date: July 02, 1998**

**Affected:**

Kind of aeronautical product:	Sailplane
Manufacturer:	Rolladen-Schneider, Egelsbach, Germany
Type:	LS 1-0
Models affected:	LS 1-0, -a, -b, -c and -d
Serial numbers affected:	all
German Type Certificate No.:	262

**Subject:**

Increase of service life

**Reason:**

Results of supplementary serviceability tests at main spar booms for wings proved that service life of GRP-sailplanes may be increased to 12000 hours, if airworthiness of each single sailplane is checked according to a special multiple-stage inspection program as included into Maintenance Manual.

**Action:**

Pages entitled „Inspection Sequence to increase Service Life“ should be added to Maintenance Manual and recorded in list of pages of Maintenance Manual.

**Compliance:**

Before reaching 3000 hours service life.

**Technical publication of the manufacturer:**

Rolladen-Schneider Technical Bulletin No. 40a dated February 19, 1998 which becomes herewith part of this AD and must be obtained from Messrs.:

Rolladen-Schneider  
Flugzeugbau GmbH  
Mühlstrasse 10

D-63329 Egelsbach  
Federal Republik of Germany  
Phone: +49 (0) 6103 4126  
Fax: +49 (0) 6103 45526

**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.

**Note:**

This AD supersedes the AD-No. 1982-184.

**Holders of affected aircraft registered in Germany have to observe the following:**

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

**Instructions about Available Legal Remedies:**

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Lilienthalplatz 6, 38108 Braunschweig.



**Airworthiness  
Directive  
1998-324**

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

**Stemme**

**Effective Date: July 30, 1998**

**Affected:**

Kind of aeronautical product: Powered Sailplanes  
Manufacturer: Stemme, Berlin, Germany  
Type: Stemme S 10  
Models affected: all  
Serial numbers affected: 10-03 up to 10-26 and converted A/C from 14-012M up to 14-026M  
German Type Certificate No.: 846

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**Subject:**

Flight Controls - Replacement of the flap drive rocker P/N 10SW-RMW

**Reason:**

Following a failure in a different part of the flight control system an analysis was carried out of other critical points with a force introduction of similar design. This revealed that the flap drive rocker P/N 10SW-RMW is also liable to fatigue failure in aircraft prior to S/N 10-27. They, therefore, require the modification which has been carried out in subsequent S/Ns (from 10-27 onwards).

**Action:**

Replacement of the flap drive rocker in accordance with the Service Bulletin.

**Compliance:**

Replacement of the flap drive rocker within the next 100 flight hours, but not later than March 31, 1999.

**Technical publication of the manufacturer:**

Stemme Service Bulletin No. A 31-10-017, Amendment-Index 02,a dated May 20, 1998 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 book by a licensed inspector.

**Holders of affected aircraft registered in Germany have to observe the following:**

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

**Instructions about Available Legal Remedies:**

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luffahrt-Bundesamt, Lilienthalplatz 6, 38108 Braunschweig.

ROLLADEN-SCHNEIDER Flugzeugbau GmbH LBA-Nr. EB - 4	Technical Bulletin	Page 1
	Nr. 40a	Edition Jan. 98

Subject : Increase of Service Life

Effectivity : Sailplane LS1, versions o-a-b-c-d

Accomplishment : Before reaching 3000 hours of service life

Reason : Results of supplementary serviceability tests at main spar booms for wings proved, that service life of GRP-sailplanes may be increased to 12000 hours, if airworthiness of each single sailplane is checked according to a special multiple-stage inspection programme as included into Flight and Maintenance Manual.

Instruction : Pages A and B of Flight and Maintenance Manual entitled "Inspection Sequence to increase Service Life" Edition 21.4.81 should be exchanged against Edition Jan. 98 and recorded in list of pages of Maintenance Manual.

Remarks : This regulation does not affect annual inspections.

Inspections required in chapter "Inspection Sequence to increase Service Life" of Flight and Maintenance Manual should only be carried out at the manufacturer or at an adequately licensed repair shop.

Results of inspections must be recorded in an inspection report, commenting to each inspection step. If inspections are not performed at the manufacturer Rolladen-Schneider, a copy of the report must be sent to him for analysis.

- This TB supersedes Edition 21.4.81 -

LBA-approved :



*U. Topf*

27. Mai 1998

Erstellt: 19.Feb.98 <i>Heuck</i>	Geprüft: <i>Wapka</i>
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**LBA-AD 82-784/2**

Edition: Jan. 98

Inspection Sequence to increase Service Life

1. General

Results of supplementary serviceability tests at main spar booms for wings proved, that service life of GRP-sailplanes may be increased to 12000 hours, if airworthiness of each single sailplane (in addition to annual inspections) is checked according to a special multi-step inspection programme.

2. Schedule

When the sailplane has reached 3000 hours of service life, an inspection according to the programme mentioned under 3. must be carried out. If the result of the inspection is positive or found defects repaired properly, the service life of this sailplane may be increased by 3000 hours to 6000 hours, then according to the same procedure by 1000 hours each up to a maximum of 12000 hours.

30. Jan. 98 *Geucke*

*Whapka*

Edition: Jan. 98

3. The valid inspection programme should be requested from the manufacturer stating serial number and service time.
4. Inspections should only be carried out at the manufacturer or an adequately licensed repair shop.
5. Results of inspections must be reported in an inspection report, commenting to each inspection step. If inspections are not carried out at the manufacturer, a copy of the report must be sent to them immediately for analysis.
6. This inspection does not affect annual inspections.

30. Jan. 98

*Geucke*

*Whapka*



ROLLADEN-SCHNEIDER Flugzeugbau GmbH LBA-Nr. EB - 4	Technical Bulletin No. 56 <i>LS. 1</i>	all LSI " <i>LS 3</i> "	Page 1/1 Edition Mar. 98
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Subject : Securing of Hotellier control system connectors (a.k.a. ball snap joints or clip and ball coupling) according to LBA-AD 93-001

Effectivity : Sailplane model LSI, all versions

Accomplishment : immediately according to LBA-AD 93-001/3 (Rev.3), when securing sleeve 4R10-170 "Red" is fitted otherwise optional

Reason : These connectors may open during use when they are not correctly assembled.

Material and Instructions : Securing may be performed using sleeve "white" 4R10-188 according to specification SR10-188 dated 04.03.98. This sleeve replaces the securing pin according to LBA-AD 93-001. Slide the sleeve only axially onto the disassembled connector with the slot over the ball opening, from now on it should always stay on the connector. After assembly of ball and connector, rotate sleeve by 180 degrees to secure system.

Sleeve installation according to drawing 4BF-164. Insert page "Flight Manual LBA-AD 93-001/3" into Flight Manual, 3 pages "TB-AD-Accomplishment List for Periodical Inspections" into Maintenance Manual (Instructions for Continued Airworthiness) and update list of valid pages. Corresponding pages of both manuals with Edition May 93 must be removed.

Weight and Balance : Not affected

Remarks : Exchange by Operator.  
Accomplishment must be checked by inspector at next annual inspection and signed in logbook. Inspect securing sleeves "white" for proper retaining force, functioning and free from damage during each annual inspection, sign annual accomplishment in "TB-AD-Accomplishment List for Repetitive Inspections".

LBA-approved :



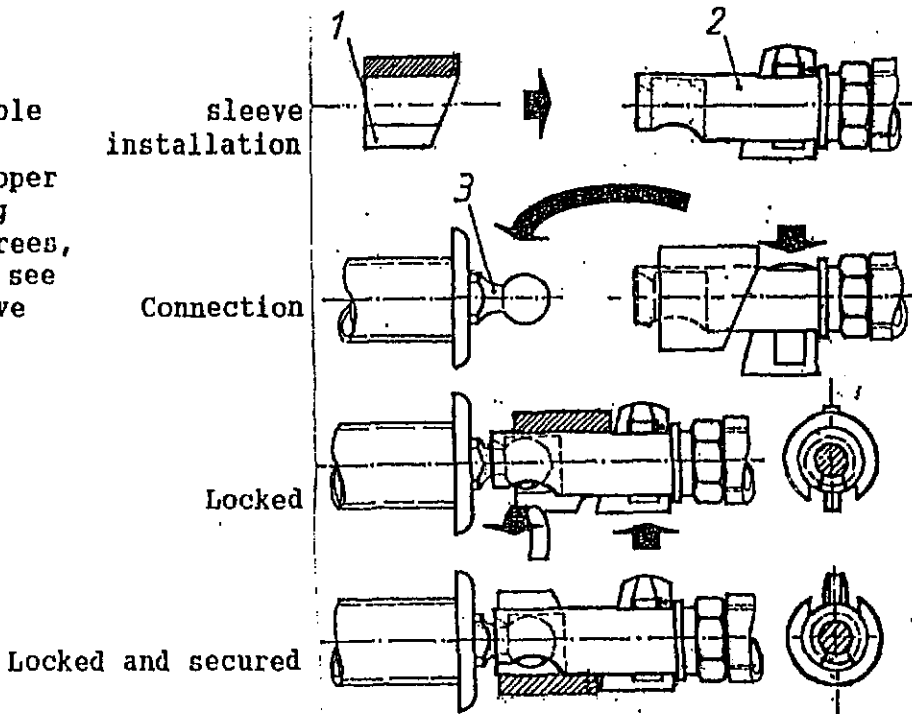
*U. Joppa*  
18. März 1998

Erstellt: 04.Mar.98 *G. Kuntz*

| Geprüft: *W. Kasper*

**Hotellier Control System Connectors**

Prior to assembly, everybody should be familiar with the functioning of the Hotellier control system connectors (a.k.a. ball snap joints or clip and ball coupling). With the locking plate fully pressed, each connector <2> must be engaged fully on the ball <3>. During securing, the locking plate moves slightly backwards. Using the securing sleeve <1>, installation is possible only with the slot facing down. After proper connection and turning the sleeve by 180 degrees, the joint is secured, see also sketch. The sleeve always stays on the connector!



**Warning:** With connectors unsecured, the locking plate may open under load temporarily ! The locking plate should never be greased !

ROLLADEN-SCHNEIDER Flugzeugbau GmbH	TB-AD-Accomplishment List for Repetitive Inspections	LS1-0-a- -b-c-d-f	Page 1 Edition Mar. 98
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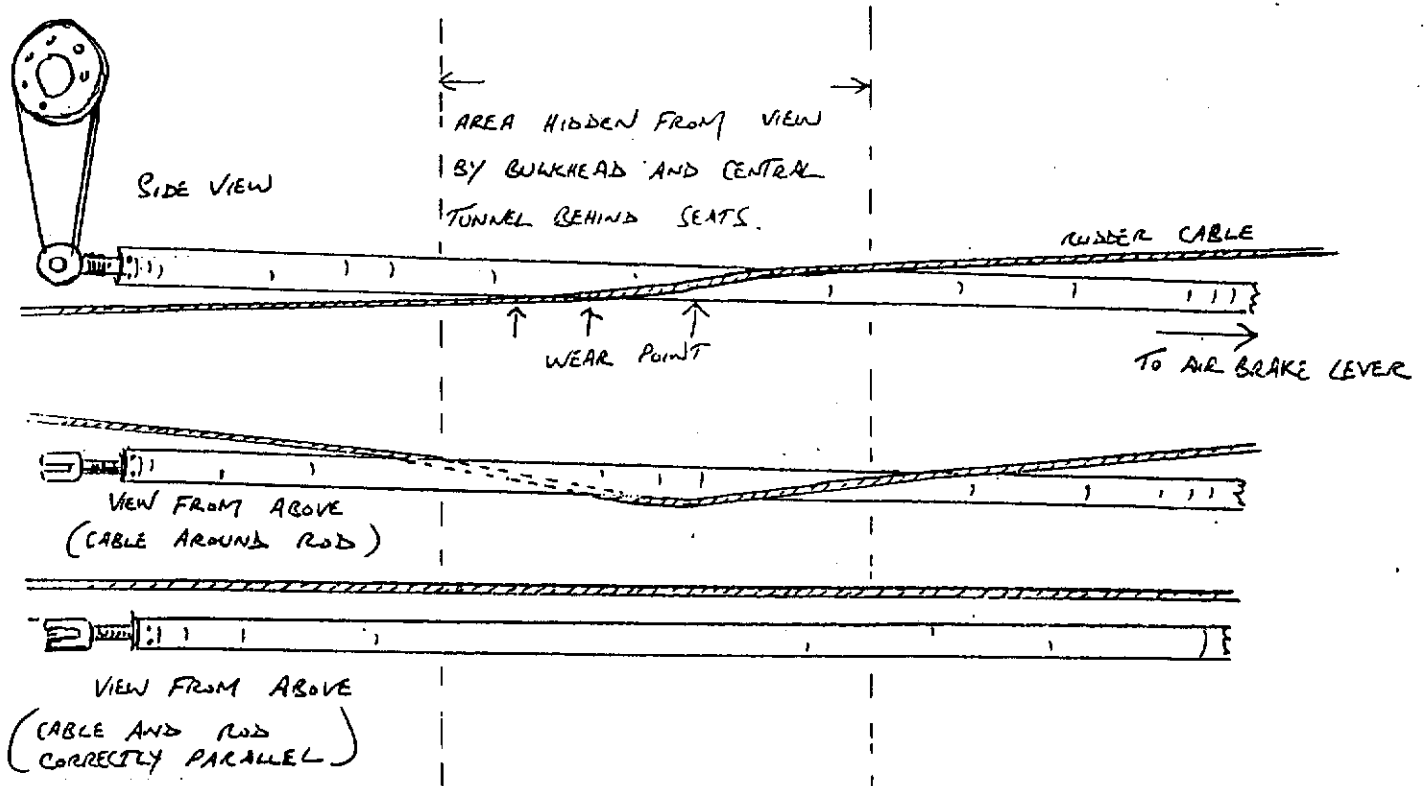
Sailplane LS1-\_\_ Serial No. \_\_\_\_ TCDS No. \_\_\_\_  
 Year of \_\_\_\_  
 Registration \_\_\_\_ Manufact. \_\_\_\_ Page No. \_\_\_\_

List opened:  
 Date + Signature  
 of Inspector:

TB LBA-AD	Component affected	Measure / Modifi- cation	Interval	Date Op.Time Stamp Inspec.	Date Op.Time Stamp Inspec.	Date Op.Time Stamp Inspec.	Date Op.Time Stamp Inspec.	Date Op.Time Stamp Inspec.
---	C.G. Hook G S/N. _____	Overhaul	4 years or 2000 take- offs	---	---	---	---	---
---	Nose hook E S/N. _____	Overhaul	4 years or 2000 take- offs	---	---	---	---	---
---	Safety Harness Type _____ S/N. _____	Overhaul -exchange of fabric material	12 years	---	---	---	---	---
TM 37 79-44	Axial securing washers at control surface fixed bearings	Inspect for presence	each annual inspect.	---	---	---	---	---

# T.49 CAPSTAN - Rudder Cables.

T49 CAPSTAN - STARBOARD RUDDER CABLE FOLLOWING  
AIRBRAKE CONNECTING ROD:



WITH RUDDER CABLES DISCONNECTED AND LYING SLACK, IT IS POSSIBLE TO ASSEMBLE AIRBRAKE CONNECTING ROD WITH STARBOARD RUDDER CABLE LOOSELY DRAPED OVER ROD AND HIDDEN FROM VIEW AS PER SKETCH.

ULSTER GLIDING CLUB.

TWS 3/6/98

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.
93-088/2	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.
97-006/4	Hub, crack inspection and rework or replacement of the hub.	Applicable to MTV-3-B, version MTV-3-B-C equipped with propeller blades L250-21. Compliance required as detailed in AD. MT-Propeller Service Bulletin No. 12 also refers.

## SAFETY REGULATION GROUP

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Our ref 9/97/CtAw/305

20 July 1998

### **LBA AIRWORTHINESS DIRECTIVE 1998-322 HOFFMAN HO 27 AND HO 4/27 PROPELLERS STRENGTH PROBLEMS ON PROPELLER MOUNTING BOLTS**

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**

**1998-322**

TNS 7/8/98  
**Luffahrt-Bundesamt**  
Airworthiness Directive Section  
Lilienthalplatz 6  
38108 Braunschweig  
Federal Republic of Germany

**Hoffmann Propeller**

**Effective Date: 16 July 1998**

**Affected:**

Kind of aeronautical product: Propeller  
Manufacturer: Hoffmann Propeller, Rosenheim, Germany  
Type: HO and HO 4  
Models affected: HO 270 and HO 4/270  
Serial numbers affected: all  
German Type Certificate No.: 32.110/1 and 32.110/11

**Subject:**

Strength problems on propeller mounting bolts.

**Reason:**

In the scope of an accident investigation of a propeller of the above type design strength problems have been established on propeller mounting bolts. The established strength values of the propeller mounting bolts were below the design specification of the manufacturer.

Lower strength values could lead to a premature fracture of the propeller mounting bolts and subsequent separation of the propeller in flight.

**Action:**

The following actions are required by this Airworthiness Directive:

1. Exchange of all installed propeller mounting bolts P/N FP20-147.
2. Inspection of the propeller and propeller flange surface for fretting and other damages.
3. Exchange of parts which have damages beyond of allowable limits.
4. Torque check of all propeller mounting bolts according to the owner's manual E0110.74.
5. Retirement of all propeller mounting bolts P/N FP20-147 held on stock as spare parts.

All necessary actions must be performed on the basis of the mentioned Service Bulletin of the manufacturer.

**Compliance:**

The mentioned actions must be carried out within the following compliance times:

1. Before the next flight.
2. Before the next flight.
3. Before the next flight after establishment of such damages.
4. According to the owner's manual E0110.74.
5. Immediately after publication of this Airworthiness Directive.

**Technical publication of the manufacturer:**

Hoffmann Propeller Service Bulletin SB 61-11-03 E10 dated 22 June 1998 which becomes herewith part of this AD can be obtained from:

Hoffmann Propeller GmbH & CO KG  
Küpfelingstrasse 9  
83022 Rosenheim  
G E R M A N Y

Tel: ++49 (0) 8031-1878-0  
Fax: ++49 (0) 8031-1878-78