BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET 9/10/98

PART 1 Airworthiness "AGGRO"

Please refer to the 1998 BGA Yellow Pages.

1.1. TOST HOOK FAILURES - Fractures of the "beak" of the hook, and of the axis bolt have been reported on both new and reconditioned assemblies. Please take the appropriate action with your supplier.

1.2. STEMME S.10 - Rudder Cables may show signs of wear at the "S" bends on the pedals. (Reported by Roger Targett).

1.3. STEMME S.10 SERIES - Current list of Airworthiness Directives dated August 98 - herewith.

1.4. OLYMPIA 2B - Cracks in the Elevator are illustrated in attached sketch fro Mr. Derwent.

1.5. DART 17R - Elevator Flutter was caused by backlash between the two elevators. (Reported by Enstone Eagles G.C.).

1.6. GROB G103 - TWIN ASTIR - Pilots speed-brake handle fractured at the pivot point during application of wheel-brake. Inspect a.s.a.p. (reported by Enstone Eagles G.C.).

1.7. ASW 22 FLAP SELECTOR LEVER failed to lock in the landing-flap detent: very heavy landing occurred. Inspect a.s.a.p. (Reported by Lasham).

1.8. ASH 26E - POWER PLANT FIRE. A/D 98-347 (herewith) requires to be actioned.

1.9. SCHEIBE SLMG's. Replacement of certain flexible hoses are required by Multiple Tech-Notes. (herewith).

1.10. STRONG PARACHUTES. Replacement of Plastic Rip-Cord handles is required by A/D 80/13/0 (herewith). Plastic handles are known to exist in the UK.

1.11. S.L.M.G's - MINIMUM RATES OF CLIMB at CofA renewal Air Tests, must be achieved to the schedule attached hereto.

1.12. AMT - 200 "X-IMANGU" - Flexible oil hoses are subject to A/D 98-15-19 herewith.

1.13. ROTAX 912F Series Engines - fuel pump leaks require action under A/D 98-15-16 herewith.

1.14. ROTAX 914 Series Engines - Turbo oil pressure lines require action under A/D 95 herewith.

1.15. HOFFMANN PROPELLER Attachment Bolts are subject to A/D 1998-322/2. Current list of all Hoffmann A/D's are included.

1.16. CENTRAIR 101 Service Letter 101-03 (in French), concerns confusion in the cockpit?

1.17. CARBURETTOR ICING - Extract from GASIL identifies the cause of an accident to a glider tug.

Carb Icing Precautions should be applied to all engines.

1.18. FUEL SYSTEM GASCOLATORS fitted to various aeroplanes mostly of USA origin, are the subject of GASIL extract (herewith).

1.19. TEMPORARY REPAIRS to such systems as failed elevator trim systems, must achieve an equivalent standard of airworthiness to the original design (or better). Modifications must be submitted to BGA.

1.20. KA13 - Misaligned Elevators may have been caused by mismanaged aerobatics (tailslides!). (Reported by Southdown G.C.).

PART TWO GENERAL MATTERS

2.1. PA25 - PAWNEE A/D 95-12-01 requires repeated Non-Destructive-Inspection (NDI) of the wing to fuselage. BGA has not received a response from FAA requesting a variation.

2.2. Weight Updates, within prescribed limits may be requested from the BGA to accommodate "overweight" occupants!

2.3. Initial Issue of CAA Certificates of Airworthiness to S.L.M.G's , new or "used". The attached procedural check list must be followed to ensure compliance with UK. Additional Requirements for Import which may include placarding etc.

2.4. BGA CHARGES for CofA Renewals have been increased to £40.00.

2.5. Your Inspector Renewal is due If you haven't already renewed please do so as this will be the last TNS you receive. (£18.00)

Dick Stratton
Chief Technical Officer

Issue 7
August 1998

STEMME S10 SERIES MOTOR GLIDERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
92–197	Replacement of the front O-ring at the mounting part of the pitot tube.	Applicable to S10 serial numbers up to 35. Compliance is required as detailed in AD. Stemme Technical Bulletin No. 31–10–003 also refers.
94–260	Flight Controls – Inspection of the turn buckle eye bolt in the rudder control cable system.	Applicable to S10 serial numbers 10–03 to 10–58. Compliance is required as detailed in AD. Stemme Service Bulletin No. A31–10–018 also refers.
95–177/2	Exchange, Inspection and Modification of the propeller blade suspension fork – Cancellation of propeller TBO (100h time of service).	Applicable to S10–V aircraft serial numbers 14–002 up to 14–026 including all conversions 14–003M up to 14–063M. Compliance required as detailed in AD. Stemme Service Bulletin No. A31–10–020 also refers.
95–273	Inspection of the engine and fuel filters and amendment to the flight manual.	Applicable to S10 aircraft serial numbers 10–12 to 10–60 and S10–V aircraft serial numbers 14–002 to 14–022 and converted aircraft serial numbers 14–012M to 14–060M. Compliance required as detailed in AD. Stemme Service Bulletin No. A31–10–021 and Limbach Service Bulletin No. 47 also refer.
96–300	Cracks in horizontal stabilizer fitting.	Applicable to S10 aircraft serial numbers 10–03 up to and including 10–63 and S10–V aircraft serial numbers 14–002 up to and including 14–026 and transformed aircraft 14–012M up to and including 14–063M. Compliance required as detailed in AD. Stemme Service Bulletin A31–10–022 also refers.
1998–323	Flight Controls – Cracking in the elevator control coupling.	Applicable to S10 aircraft as detailed in AD. Compliance required as detailed in AD. Stemme Service Bulletin A31–10–032 also refers.

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
1998–324	Flight Controls – Replacement of the flap drive rocker P/N 10SW–RMW.	Applicable to S10 aircraft serial numbers 10–03 up to 10–26 and converted aircraft from 14–012M up to 14–026M. Compliance required as detailed in AD. Stemme Service Bulletin A31–10–017 also refers.

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The British Gliding Association Ltd.,
Kimberley House,
Vaughan Way,
Leicester,
LE1 4SE

Our Ref. 9A/50/1/Light Aircraft General

18th January 1995

For the attention of Mr. D. Stratton, Chief Technical Officer

Dear Sir,

BGA Flight Test Report

Your letter to our Mr. Skillen of the above title dated 13th September 1994 requested minimum rates of climb for the Scheibe SF25 and Slingsby T.61 variants.

The attached provides performance data for a number of aircraft including the above types which we trust will be of use.

Yours faithfully,

John Matthews

J.E.C. Matthews
Flight Department

c.c. Mr. G.J.R. Skillen/Mr. D.A. Law

MOTORGLIDER PERFORMANCE

Make/Model	UK Approved F/M	Empty/Gross (lbs)	Engine/HP	Climb(fpm)	T/O Run
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

BW 98-16

BOMBARDIER-ROTAX
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT & ROTORCRAFT

98-15-16 Bombardier-Rotax GmbH: Amendment 39-10667. Docket 98-ANE-26-AD.

Applicability: Bombardier-Rotax GmbH 912 F series reciprocating engines, with serial numbers (S/Ns) 4,412.502 up to and including S/N 4,412.764, installed on but not limited to Diamond Aircraft Industries DA 20-A1 aircraft.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fuel leaks from the fuel pump, which could result in undetected loss of fuel in flight or an engine fire, accomplish the following:

(a) At the earliest of: prior to exceeding 25 hours time in service (TIS) after the effective date of this AD, the next engine maintenance action, or upon discovery of a fuel pump leak, install an improved fuel pump and fuel supply tube in accordance with Bombardier-Rotax GmbH Technical Bulletin (TB) No. 912-20 R1, dated February 10, 1998.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Note 3: Special flight permits may only be issued to operators who exceed the 25 hour TIS requirement.

(d) The actions required by this AD shall be performed in accordance with the following Bombardier-Rotax GmbH TB:

Document No.	**Pages**	**Date**
912-20 R1	1-5	February 10, 1998

Total pages: 5.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bombardier-Rotax GmbH, Welser Strasse 32, A-4623 Gunskirchen, Austria; telephone 7246-601-232, fax 7246-601-370. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on August 7, 1998.

FOR FURTHER INFORMATION CONTACT: James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7176, fax (781) 238-7199.

BW 98-16

AEROMOT
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT & ROTORCRAFT

X- IMANEW.

98-15-19 AEROMOT-INDUSTRIA MECANICO METALURGICA LTDA.: Amendment 39-10670; Docket No. 98-CE-27-AD.

Applicability: Model AMT-200 powered gliders, serial numbers 200.046 through 200.066, certificated in any category.

NOTE 1: This AD applies to each powered glider identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For powered gliders that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 50 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent inefficiency of the engine lubricating system because of ineffective flexible hoses, which could result in an in-flight engine shutdown with consequent loss of powered glider controllability, accomplish the following:

(a) For powered gliders with a serial number in the range of 200.046 through 200.058: Replace any engine oil system hose, part number 10702, with a hose with a larger internal diameter, part number 10706. Accomplish the replacement in accordance with Part I of the Accomplishment Instructions of Aeromot Service Bulletin B.S. No. 200-79-036, Issue Date: January 30, 1997.

(b) For powered gliders with a serial number in the range of 200.059 through 200.066: Replace any engine oil system hose, part number 10702, 10703, or 10704, with a hose with a larger diameter, part number 10706, 10707, or 10708. Accomplish the replacement in accordance with Part II of the Accomplishment Instructions of Aeromot Service Bulletin B.S. No. 200-79-036, Issue Date: January 30, 1997.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the powered glider to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), One Crown Center, 1895 Phoenix Blvd., suite 450, Atlanta, Georgia 30349. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(e) Questions or technical information related to Aeromot Service Bulletin B.S. No. 200-79-036, Issue Date: January 30, 1997, should be directed to Grupo Aeromot, Aeromot-Industria Mecanico Metalurgica Ltda., Av. das Industrias-1210, Bairro Anchieta, Caixa Postal 8031, 90200-Porto Alegre-RS, Brazil. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) The replacement required by this AD shall be done in accordance with Aeromot Service Bulletin B.S. No. 200-79-036, Issue Date: January 30, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Grupo Aeromot, Aeromot-Industria Mecanico Metalurgica Ltda., Av. das Industries-1210, Bairro Anchieta, Caixa Postal 8031, 90200-Porto Alegre-RS, Brazil. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

NOTE 3: The subject of this AD is addressed in Brazilian AD 97-04-02, dated April 8, 1997.

(g) This amendment becomes effective on September 7, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Curtis Jackson, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Blvd., suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6083; facsimile: (770) 703-6097.

Airworthiness Directive 1998-322/2

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

Hoffmann Propeller

Effective Date: 06 August 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. Torque check of all propeller mounting bolts according to the owner's manual E0110.74.
2. Exchange of all installed propeller mounting bolts P/N FP20-147.
3. Inspection of the propeller and propeller flange surface for fretting and other damages according to the owner's manual E0110.74..
4. Exchange of parts which have damages beyond of allowable limits.
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. Not later than 01 April 1999 (see note).
3. After the next removal of the propeller.
4. Before the next flight after establishment of such damages.
5. Immediately after publication of this Airworthiness Directive.

Note: All affected propeller mounting bolds must be removed from service before the next flight if one or more bolts fail to hold the min. required torque of 27 Nm (Newtonmeters). The reinstallation (reuse) of disassembled propeller mounting bolts is not permitted.

Technical publication of the manufacturer:
Hoffmann Propeller Service Bulletin SB 61-11-03 E10 Revision A dated 28 July 1998 which becomes herewith part of this AD can be obtained from:

Hoffmann Propeller GmbH & CO KG
Küpferlingstrasse 9
83022 Rosenheim
G E R M A N Y
Tel: ++49 (0) 8031-1878-0
Fax: ++49 (0) 8031-1878-78

Enquiries regarding this Airworthiness Directive should be referred to Mr. Martin Borsum, Airworthiness Directive Section at the above address.

Issue 7
August 1998

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.
1998–322/2	Strength problems on propeller mounting bolts.	Applicable to fixed pitch propellers HO27 and HO4/27. Compliance and requirement as detailed in AD. Hoffmann Service Bulletin 61–11–03 E10 Revision A also refers.

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CIVIL AVIATION AUTHORITY

Our ref 9/97/CtAw/241

10 August 1998

AUSTRO CONTROL AIRWORTHINESS DIRECTIVE NO. 95
ROTAX 914 F SERIES ENGINES
REPLACEMENT/CHECK OF THE TURBO OIL PRESSURE LINE AND PIPE CLAMPS

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 Nr. 95

Rotax 914 F
Turbo oil pressure line and pertinent pipe clamps

1. Affected Engines: Rotax 914 F Series,
   S/N 4,420.002 to 4,420.127 inclusive

2. Subject: Replacement / check of the turbo oil pressure line and pipe clamps

3. Reason: Occurence of cracks in the oil line caused by vibrations and/or wear out of the pipe clamps

4. Action: All affected Rotax 914 F Series engines must comply with the actions required by Bombardier Rotax Technical Bulletin No. 914-07 issued 5 June 1998, which becomes herewith part of this AD.

5. Compliance: Part I : before next flight
   Part II: within the next 25 operating hours, latest 15 July 1998

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

SAFETY REGULATION GROUP

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CIVIL AVIATION AUTHORITY

Our ref 9/97/CtAw/185

28 August 1998

LBA AIRWORTHINESS DIRECTIVE 1998-347
SCHLEICHER ASH 26 E MOTOR GLIDERS
HAZARD OF AN ENGINE FIRE IN FLIGHT

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.

W R TROWELL
Applications and Certification Section

TNS 7/8/98

Airworthiness Directive

98-347

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Alexander Schleicher

Effective Date:10 September 199

Affected:

Kind of aeronautical product:	Powered Sailplanes
Manufacturer:	Alexander Schleicher GmbH & Co., Poppenhausen, Germany
Type:	ASH 26 E
Models affected:	ASH 26 E
Serial numbers affected:	all
German Type Certificate No.:	883

Subject:
Hazard of an engine fire in flight.

Reason:
On one of the Powered Sailplanes ASH 26 E an engine fire occurred after engine shut down in flight. After examination by the manufacturer two possibilities could be the reason for this problem:

- excessive leakage of the pipe for the rotor cooling air and
- oil accumulation within the engine compartment and contamination of the exhaust insulation material due to failures at the refilling of the oil tank.

Action:
The following actions are required by this Airworthiness Directive:

1. Inspection of the pipe for the rotor cooling air for damages and traces of any leakage.
2. Replacement of the pipe for the rotor cooling air if damages have been found during the inspection.
3. Inspection of the engine compartment and exhaust insulation material for oil accumulation and oil contamination.
4. Cleaning of the engine compartment and replacement of the exhaust insulation material if any oil accumulation or oil contamination have been established during the inspection.
5. Installation of a placard in clear view of the operator and near the area of the oil tank with the following content:
   „Refilling of the oil tank only with a funnel.
   Do not overfill the oil tank.
   Oil contamination of the engine
   compartment can lead to a fire in flight!"

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 after establishment of any damages.
3. Before the next flight.
4. Before the next flight after establishment of any oil contamination in the engine compartment.
5. Within 30 calendar days.

Technical publication of the manufacturer:
Schleicher Technische Mitteilung No. 6 dated August 10, 1998 which becomes herewith part of this AD and may be obtained from Messrs.:

Alexander Schleicher GmbH & Co.
Segelflugzeugbau
Postfach 60

Enquiries regarding this Airworthiness Directive should be referred to Mr. Martin Borsum, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-254. Please note, that in case of any difficulty, reference should be made to the German issue!

ENGINEERING SECTION

See also P/E items in main GASIL

FUEL SYSTEM GASCOLATORS

Aircraft Type : Various

'The following appeared in the July 1998 FAA Aviation Maintenance Alerts:
The problem of damage to the fuel system gascolator may be present on many makes and models of aircraft that incorporate a fuel gascolator which uses a bail (shaped wire) for security.
Since the gascolator depends on a bail and thumb screw to retain the settling bowl, it is important to inspect the entire bail during the scheduled inspections. Breakage of the bail or gascolator bowl is a common occurrence on many older aircraft. If the gascolator fails in flight, the results may be engine failure and/or fire. The upper end of the bail wears into the gascolator housing bracket and can cause loss of retention of the gascolator bowl. Since the bail can pivot enough to allow removal of the bowl, the upper end of the bail is many times overlooked during an inspection. The submitter recommends pulling the bail completely off to inspect for wear of the upper clips. Another problem is that the bails are made in a variety of lengths for different installations and replacements should be checked for the correct length. The thumb screw threads should be fully engaged in the nut'.

CAA Comment:

This is a problem familiar to some operators/maintainers to the extent that a 'safety wire' has been added between the arms to provide better integrity.

File Photo

CIVIL AVIATION AUTHORITY

80-13-01 STRONG ENTERPRISES: Amendment 39-3793. Applies to all angled plastic parachute ripcord handles (P/N 1034) to which the ripcord cables are attached through only one leg of the handle and not attached through the drilled reinforcing crossbar in a lengthwise direction (see Figure 1). These handles were manufactured by Strong Enterprises in accordance with FAA Technical Standard Order (TSO) C-23b, Parachutes, for use on Strong Enterprises "Pop-Top" Chest-Mounted Reserve Parachutes (P/N 1023), but may be found on parachutes of other makes, models or types.

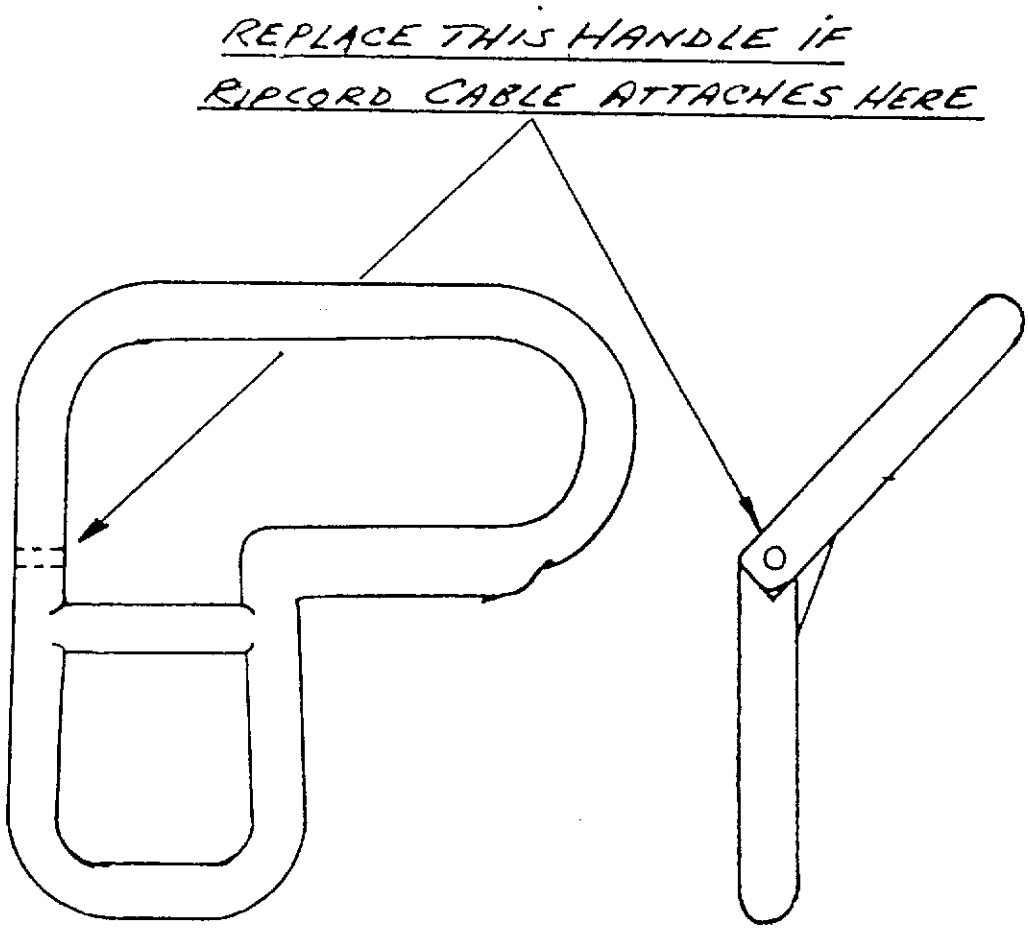
Compliance required as indicated unless already accomplished.

To prevent the possible nondeployment of a parachute canopy due to separation of the plastic handle from the ripcord cable when subjected to the deployment pull force, accomplish the following: replace the plastic handle shown in Figure 1 with a metal handle (P/N 1025) supplied by Strong Enterprises prior to the parachute being made available for any parachute jump.

Compliance with the provisions of this AD may be accomplished in an equivalent manner approved by the Chief, Engineering and Manufacturing Branch, FAA, Southern Region.

This amendment becomes effective June 16, 1980.

PLASTIC RIPCORD HANDLE



80-13-01

FIGURE 1

Scheibe SLMR's

Scheibe Flugzeugbau GmbH August-Pfaltz-Str. 23 D-85221 DACHAU	Technische Mitteilung *(Service-Bulletin)*	581- 2 653- 28 Rev.4 678- 6 770- 22 816- 1 819- 7	SF 24, SF 25, SF 27 M, SF 28, SF 35 SF 36
I- EB 2	I- B 3 Flex Hose Replacement		

Maßnahmen:

1) Um eventuellen Schäden vorzubeugen, sind alle zellenseitigen Benzinschläuche Argus Serie 203 Typ DWV ***bei nächster Fälligkeit*** gegen Schläuche der Marke BERNER DIN 73379 oder COHLINE TYPE 282 DIN 73379 zu tauschen.
2) Bei Verwendung bleifreier Kraftstoffe ist ***sofort*** auf den Kraftstoffschlauch der Marke BERNER DIN 73379 oder COHLINE TYPE 282 DIN 73379 zu wechseln.
3) Öl- und Kühlwasserschläuche sind bei nächster Fälligkeit zu tauschen.

Zellenseitige Kraftstoffschläuche sind:

a) Alle Kraftstoffschläuche an Tank, Drainage, Brandhahn, Kraftstofffilter und ggf. elektr. Kraftstoffzusatzpumpe.
b) Steigrohr der Tankanzeige; Schlauch 8x 1,5 PVC, benzinfest, klar (nur bei älteren Motorseglern mit 44 l Kraftstofftank, ohne elektr.Kraftstoffvorratsanzeige).

(Actions:

1. At next due- date Argus fuel hoses Serie 203 Typ DWV must be changed to fuel hoses BERNER DIN 73379 or COHLINE TYPE 282 DIN 73379.
2. If unleaded fuel is to use, the fuel hoses must be changed immediately to BERNER DIN 73379 or COHLINE TYPE 282 DIN 73379.
3) Hoses for oil and coolant are to be changed at next due date of the installed hoses.

Airframe fuel hoses are:

a) All fuel hoses on the fuel tank, to a possible additional fuel pump, to the drain, to the fuel shut off valve and to the fuel filter.
b) PVC fuel hose 8x 1,5. fuel resistant, clear- for visual fueltank capacity -check (only for older serial numbers with a 44 ltr fueltank, without electric fuel capacity indicator)

Hinweise:

1: Die Kraftstoffschläuche können beim Hersteller des Motorseglers SCHEIBE Flugzeugbau bezogen werden. Die Öl- und Wasserschläuche können vom Hersteller des Motorseglers oder vom entsprechenden Triebwerkshersteller bezogen werden. Zur Bestellung des Schlauchmaterials sind Motorseglermuster und Werknummer anzugeben.
2: Der Austausch der Schläuche kann im Rahmen der Wartung von einem Motorseglerwart oder Werkstattleiter durchgeführt werden. Der Austausch ist in den Betriebsaufzeichnungen (Bordbuch) bzw. in den Wartungslisten einzutragen. Ebenso ist die Betriebszeitenübersicht zu ergänzen.
3: Für die Verwendungsdauer aller anderen Öl-, Kraftstoff- und Kühlwasserschläuche im Motorraum gelten die Angaben der verschiedenen Motorenhersteller.

Zur Zeit gelten für:

a) Motore der Fa. *Limbach*: ***5 Jahre*** zulässige Verwendungsdauer.
b) Motore der Fa. *Pieper* ***5 Jahre*** zulässiger Verwendungsdauer.
c) Motore der Fa. *Rotax* ***5 Jahre*** zulässige Verwendungsdauer.
d) Motore der Fa. *Hirth, Solo, Brändl* ***5 Jahre*** zulässige Verwendungsdauer.

4: Diese Technische Mitteilung ersetzt die vorherige Techn. Mitteilung 653- 28 Rev. 3 vom 17.06.1996 zum gleichen Thema.

(Remarks:

1: Fuel hoses will be delivered by the manufacturer of the motorglider. Hoses for oil or coolant will be delivered by the engine manufacturer.
For each order of hose material the serial-number of the motorglider is necessary.
2: The renewal of fuel, oil or coolant hoses is to do as a normal maintenance procedure Actions to be accomlished by an approved service station and to be checked and entered in the logbook by a licensed inspector. Correction of the TCI list is to made.
3: The serviceability of the other oil-, fuel- and coolant hoses inside the engine compartment are stated by the engine manufacturer.

Actual lifetimes for fuel-, oil- and coolant hoses and lines:

a) Engines of Limbach-Flugmotore 5 years (lifetime)
b) Engines of Fa. Pieper 5 years (lifetime)
c) Engines of Fa. ROTAX 5 years (lifetime)
d) Engines of Fa. Hirth, Solo, Brändl 5 years (lifetime)

4. This SB supersedes TM 653-28 Rev. 3, dated 17.06.1996)

(The translation has been accomplished to best of our knowledge and jugment. In case of doubt, only the German original is authoritative.)

Scheibe Flugzeugbau GmbH
August-Pfaltzstr. 23
85221 DACHAU, den 17.06.1998

Musterprüfleitstelle
(Haferkorn)

LBA- anerkannt
22. JULI 1998

Scheibe Flugzeugbau GmbH August-Pfaltz-Str. 23 D-85221 DACHAU	Technische Mitteilung *(Service-Bulletin)*	581- 2 653- 28 Rev.4 678- 6 770- 22 816- 1 819- 7	SF 24, SF 25, SF 27 M, SF 28, SF 35 SF 36
I- EB 2	I- B 3		

Gegenstand: 1) *Zellenseitige* **Schläuche und Schlauchleitungen** aus Elastomeren
2) **Kraftstoff-, Öl- und Kühlwasserschläuche** aus Elastomeren **im Motorraum**

(Subject: *1. Hoses and fuel lines outside the engine-compartment made of elastomer*
2. Fuel-, oil- and coolant lines in the engine compartment made of elastomer)

Betroffen: Alle Motorsegler der Firma Scheibe Flugzeugbau:

SF 24 alle Baureihen, alle Werknummern.	Gerätekennbl.	581
SF 25 alle Baureihen, alle Werknummern	Gerätekennbl.	653
SF 27 M - A alle Werknummern	Gerätekennbl.	678
SF 28 alle Werknummern	Gerätekennbl.	770
SF **35** alle Werknummern (Einzelstück)	Datenblatt	816
SF-36 alle Baureihen, alle Werknummern	Gerätekennbl.	819

(Affected: *All motorgliders of Scheibe Flugzeugbau*

SF 24 all series, all serial numbers	*TCDS*	*581*
SF 25 all series, all serial numbers	*TCDS*	*653*
SF 27 M-A all serial numbers	*TCDS*	*678*
SF 28 all serial-numbers	*TCDS*	*770*
SF 35 all serial numbers	*TCDS*	*816*
SF 36 all series, all serial-numbers)	*TCDS*	*819*

Dringlichkeit: Bei jeder vorgeschriebenen Stundenkontrolle für Triebwerk und/ oder Zelle.
(Urgency: *At each maintenance inspection of engine and/ or airframe)*

Vorgang: Im jahrelangen Betrieb unserer Motorsegler hat sich gezeigt, daß bei **Öl-, Kraftstoff- und Kühlwasserschläuchen** Alterungserscheinungen (bis hin zur Undichtigkeit) auftreten können.
Nach Vorliegen neuerer Erfahrungen wurde von Fa. Scheibe Flugzeugbau GmbH die Verwendungsdauer des bisher verwendeten Kraftstoff- Schlauchmaterials Serie 203 Typ DWV der Firma Argus auf ***8 Jahre*** festgelegt. Da dieses Schlauchmaterial *nicht* für einen Betrieb mit *bleifreien Kraftstoffen* zulässig und außerdem nicht mehr verfügbar ist, wurde für Kraftstoffschläuche in Motorseglern oben genannter Muster auf das Schlauchmaterial der Firma BERNER DIN 73379 oder COHLINE TYPE 282 DIN 73379 gewechselt. Als Ölleitungen sind Schläuche entweder von Fa. COHLINE TYPE 277 oder von Fa. ROTAX zu verwenden
Die zulässige Verwendungsdauer wird wie folgt neu festgelegt:

1. Für ***alle zellenseitigen Kraftstoffschläuche*** BERNER oder COHLINE TYPE 282, DIN 73379: ***8 Jahre***
2. ***Für Kraftstoffschläuche*** **im Motorraum** BERNER oder COHLINE TYPE 282 DIN 73379: ***5 Jahre***
3. Für alle ***Ölschläuche*** COHLINE TYPE 277 oder ROTAX ***und Kühlwasserschläuche*** **im Motorraum** (Lieferant Fa. ROTAX) gelten ***5 Jahre***
4. Bei Triebwerkswechsel nach Erreichen der **TBO.**

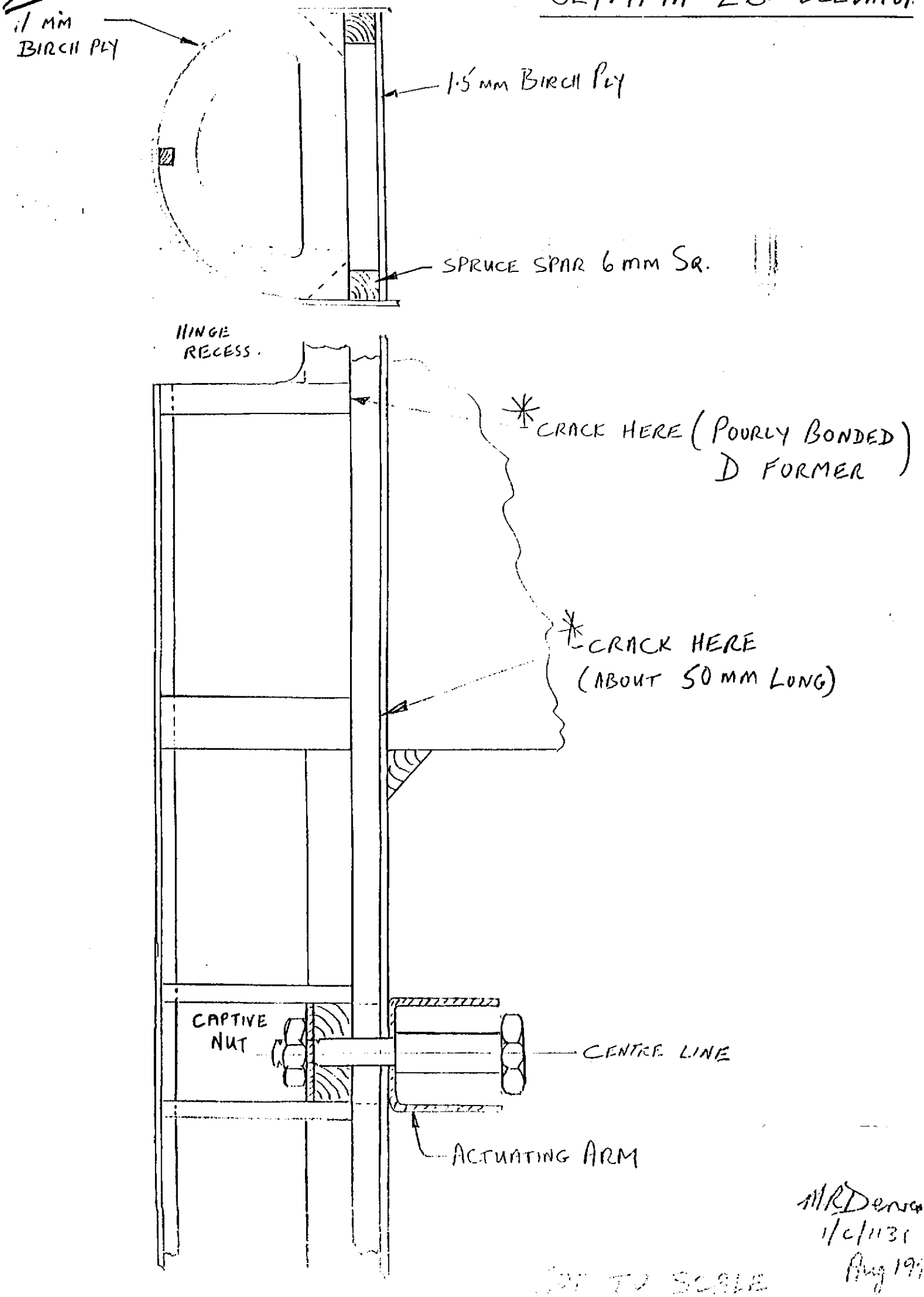
(was immer zuerst eintritt Pkt.1-4).

(Reason: *Over the years in service of the above motorgliders, it is possible, that the oil-, fuel- and coolant hoses get aged with the possibility to get leaky. After having the latest experiences, lifetime of previous fuel hose material „serie 203 Typ DWV" of manufacturer ARGUS-Germany - was 8 years. In case of no usability for unleaded fuel ARGUS fuel hose material must be changed to BERNER DIN 73379 or COHLINE TYPE 282 DIN 73379. For oil lines hose material from COHLINE TYPE 277 or ROTAX is to use*
Lifetime for the hoses are now:

1. *For all fuel hoses BERNER* oder *COHLINE TYPE 282 DIN 73379:* ***out of*** *engine compartment* ***8 years***
2. *For all fuel hoses BERNER* oder *COHLINE TYPE 282 DIN 73379:* ***inside*** *engine compartment* ***5 years,***
3. *For all oil lines COHLINE TYPE 277 or ROTAX and coolant hoses (delivered from ROTAX) inside engine compartment* ***5 years***
4. *At engine overhaul.*

whichever occurs first).

OLYMPIA 2B - ELEVATOR



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NOT TO SCALE

Initial Issue of CAA Certification to new or "used" SLMG's

This check list of procedures must be implemented when applying for initial certification:-

1. Obtain Certificate of De-Registration from the Vendor.

2. Obtain UK Certificate of Registration (CAA Form 1).

3. Obtain Export Certificate of Airworthiness from the Vendor.

4. Apply for UK Certification on CAA FORM 3.

5. Check compliance with CAA Airworthiness Approval Note (AAN) - (copy from BGA).

6. Embody any UK Additional Requirements for Import (ARI's) as detailed in the AAN.

7. Check compliance with CAA Notices:-
   a) CAA Notice No. 33 - Unprotected Starter Circuits
   b) CAA Notice No. 88 - Low Voltage Warning

   Notice No. 33 will not be required where Battery Master Switch is embodied, and, Notice No. 88 would not be applicable unless the SLMG is Certificated to operate in IMC conditions.

8. Complete Airframe & Powerplant Inspections (BGA Proformas).

9. Complete CAA Form 202 NR

10. Flight Test to BGA Proforma (Appendix 6)

11. Submit Flight Manual and all documentation (item 3,4,8,9,10) to BGA office, with statutory fee (Airworthiness Notice No. 25), payable to BGA.

OBJET : MODIFICATION FORME DE LA POIGNEE DE TRAIN.

VALIDITÉ : Planeurs Pégase tous numéros de série.

BUT : Limiter le risque de confusion entre la poignée de commande de train et la poignée de commande des aérofreins.

DESCRIPTION :

Sur les planeurs Pégase, la poignée de commande du train se trouve sur le côté gauche, à proximité de la commande des aérofreins. Malgré la couleur et le mode de déverrouillage qui diffèrent d'une commande à l'autre, un risque de confusion est toujours possible, notamment lorsque le pilote a perdu une grande partie de son attention (fatigue d'un long vol, stress dû à une situation délicate, etc.).

Afin de limiter ce risque de confusion, une nouvelle poignée dont la forme est différente de celle des aérofreins, a été mise en service depuis quelques années (modification mineure 101-10). Les figures de la page suivante montrent les deux types de poignée et leur mode de préhension.

Cette poignée est interchangeable avec l'ancienne et peut donc être installée rapidement sur tous les planeurs Pégase en service.

Figure 1 : Vue de la poignée de train ancienne version.

Figure 2 : Vue de la poignée de train nouvelle version.

Figure 3 : Préhension de la poignée ancienne version.

Figure 4 : Préhension de la poignée nouvelle version.

Figure 5 : Préhension de la poignée d'aérofreins.

Société Nouvelle CENTRAIR
Aérodrome - 36300 LE BLANC
FRANCE
Tél : 02.54.37.07.96 - Fax : 02.54.37.48.64

Date d'émission

10 septembre 1998

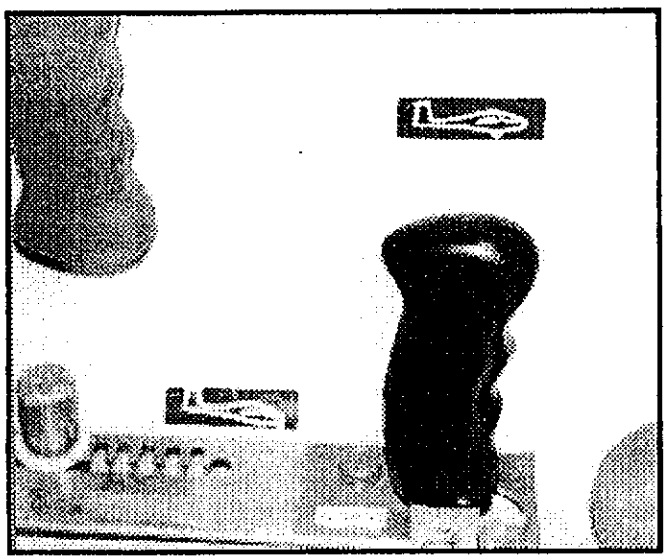


Figure 1

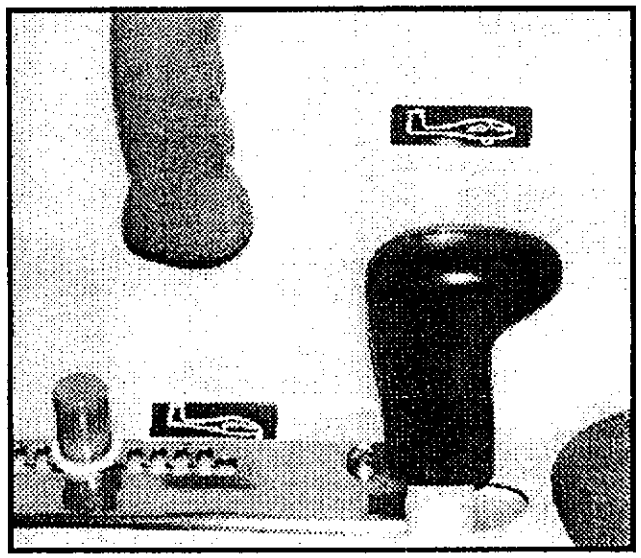


Figure 2

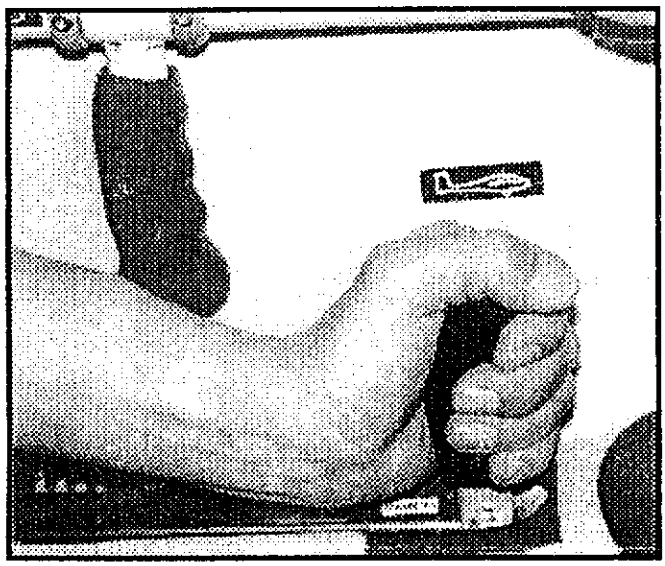


Figure 3

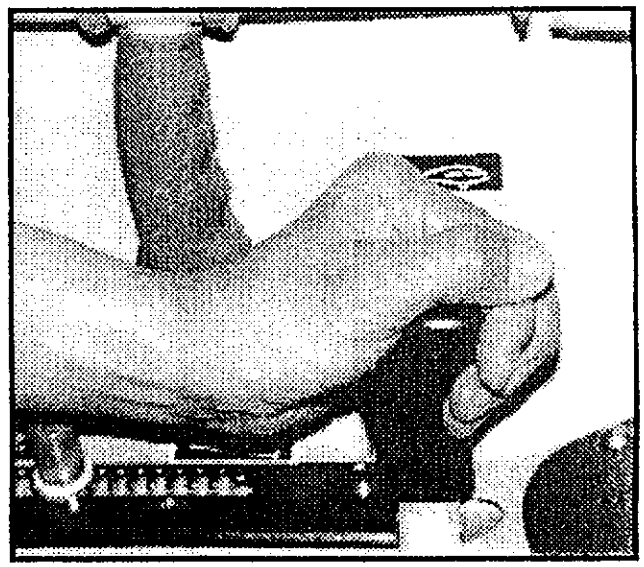


Figure 4

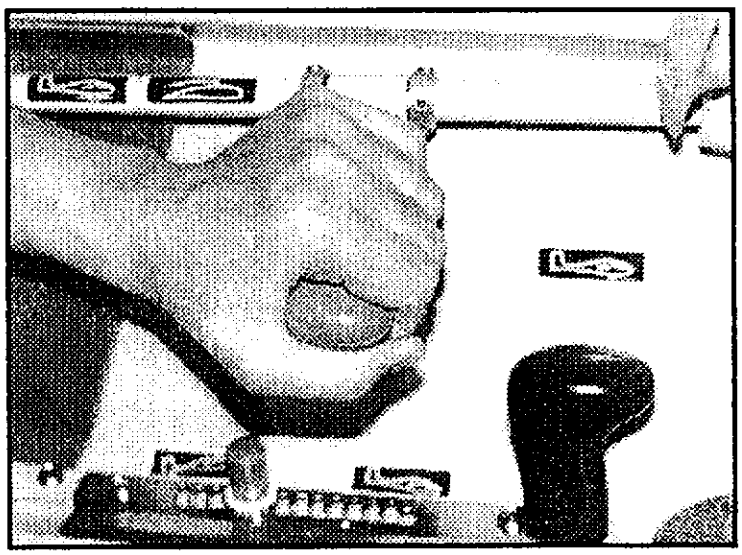
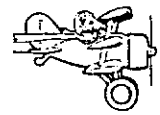


Figure 5

WHOOPS - 1

TUG! CARB-ICING



Aircraft Type : Piper L21B (Modified) Super Cub Reg. G-BAFT
Date : December 1997 (AAIB Bulletin 6/98)

The aircraft had been carrying out aero-tows to 2500 feet without incident. After releasing the last glider the tug descended and rejoined the circuit. The pilot reported that whilst on base leg, the engine suddenly lost power. despite the application of carburettor heat the engine stopped windmilling and came to a halt. At this point the aircraft was at a height of about 100-120 feet. The pilot selected what appeared to be a suitable field for landing, beyond a line of power cables. Forced landing checks were carried out. As the aircraft reached 10-15 feet, it suddenly decelerated and fell to the ground, coming to rest inverted, following a very short landing run. Subsequent examination revealed that the tow rope was tangled around all 3 overhead power cables. The rope had remained attached to the aircraft throughout since the pilot did not have time to release it. The aircraft was subsequently salvaged and examined in detail. No evidence of defect failure or contamination was found in the fuel system. The recorded temperature at an airport some 25 miles south of the accident site

"CARB ICING?"

was 6°C with a dew point of 5°C; this equates to a relative humidity of close to 100%. Experience has shown that with this combination of temperature and humidity, the risk of carburettor icing on piston engined aircraft operating at or below cruise power is close to maximum.

CAA Comment:

A very unfortunate incident which fortunately resulted in no injuries. There is no direct indication that icing was the culprit in this accident; experience indicates that the combination of carburettor/ engine in this aircraft is less susceptible to carburettor icing than other types. Nevertheless, icing is possible with almost all carburettors if the humidity is sufficiently high and is particularly common when the temperature is between -10° and +25°C; conditions were certainly right at this time. Statistics continue to indicate an average of 10 occurrences, including 7 accidents, per year probably caused by engine induction icing. Pilots would be well advised to read and heed AIC 145/1997 (Pink 161) and Safety Sense Leaflet 14A 'Piston Engine Icing'

GASIL

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Identity of items: To indicate the likely readership, items are marked:

Operational items mostly of interest to pilots

Airworthiness items mainly for engineers

Items for both groups

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