

# BGA TECHNICAL COMMITTEE

## TECHNICAL NEWSHEET 7/8/99

### PART 1    AIRWORTHINESS MATTERS Please consult the BGA 1999 Red Pages .

- 1.1.    JANUS C. Reduction of Vne, and changes to Elevator Mass Balance to safeguard against flutter. T/Note 295-27, 809-15 has been mailed to owners. LBA A/D 1999-265 also refers.
- 1.2.    PUCHATEK. Bulletin BE-35 KR - 03A/99, addresses fatigue life/flying time assessment.
- 1.3.    ME7/7B/8. Action is required to rectify deficiencies which have been identified in UK, and notified to owners.
- 1.4.    STEMME 10. Latest issue of A/D's dated June 1999 - herewith.
- 1.5.    GLASER-DIRKS DG400/500/800 SERIES SLMG's. Latest list of A/D's dated June 99 herewith.
- 1.6.    ROTAX 912/914 SERIES ENGINES. Replacement of STATORS Sb-912 026E and SB-914 014/E (herewith) recommends replacement. Consult your Rotax agent.
- 1.7.    STEMME 10. VARIABLE PITCH PROPELLER FORK. LBA A/D 1999-24 requires action. A failure to a UK Registered Aircraft has been reported.
- 1.8.    KA7 It is recommended that Air Brake systems be restricted such that the "paddles" do not quite clear the air brake cut out in the WING. Recommendation by Derek Piggott to reduce heavy landings!
- 1.9.    FALKE (SF25E) Tailplane FRONT MOUNTING found to be CRACKED. (Sketch from Hus Bos.).
- 1.10.    GROB G103 TWIN ASTIR. LBA A/D 1999-216 and S.B. 315-61/2 require replacement to rear control stick knurled nut.
- 1.11.    LS6- LS7 - LS8 CANOPY JETTISTON. LBA A/D's have been sent to owners. Action as required. Mod kits from Martyn Wells - 01608 684217
- 1.12.    INOPERATIVE WHEEL BRAKES. It is the OPERATORS responsibility to decide whether to continue operating any glider with the wheel brake inoperative. A recent incident to a Puchacz was made more hazardous because the wheel brake was INOPERATIVE. Log Books & DI Books must be annotated accordingly. (Reported by Bidford Gliding Centre Ltd).
- 1.13.    PUCHACZ - LOWER RUDDER HINGE (Plywood) found to be fractured on take-off. Cause might be gust damage, impact strike etc. Check carefully on Pre-Flight Inspections. (Deeside G.C.).

- 1.14. PIK 20E Hub & Propeller separation has occurred in UK. LBA A/D 90-239 must be actioned.
- 1.15. DG800B LBA A/D 1999-269 addresses the problem of kinked fuel lines.
- 1.16. LS-4. LBA A/D 1999-270 addresses problems with Air Brake Locking System.

## PART TWO GENERAL MATTERS

- 2.1. G.109B Use of Unleaded Fuel. Whereas SB. 817-46 approves U.L. fuel on engines which have been modified, CAA Airworthiness Notices 98/98A specifically denies it!
- 2.2. CAP 520 "LIGHT AIRCRAFT MAINTENANCE" should be purchased by all those who maintain Civil Registered aeroplanes.

Dick Stratton  
Chief Technical Officer

**SAFETY REGULATION GROUP**

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JANUS

Our ref 9/97/CtAw/198

6 July 1999

**LBA AIRWORTHINESS DIRECTIVE 1999-265  
SCHEMPP-HIRTH JANUS CM MOTOR GLIDERS  
HORIZONTAL STABILIZER - MASS BALANCE ON THE ELEVATOR**

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

The provisions of Article 9(7) of the Air Navigation (No.2) 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  
1999-265**

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

**Schempp-Hirth**

**Effective Date: July 06, 1999**

**Affected:**

Kind of aeronautical product: Sailplane / Powered Sailplane  
Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany  
Type: Janus C and Janus CM  
Models affected: Janus C, Janus CM and Janus CT  
Serial numbers affected: Janus C - 87 up to 252 and 254 up to 267  
Janus CM - 1, 3 up to 24 and 26 up to 36  
Janus CT - 1 up to 6, 8 and 9

**Note:**

Not affected are those serial numbers, if a repair of the horizontal tail unit fin has been done in accordance with the drawing-number HM 05-30.050

German Type Certificate No.: 295 and 809

**Subject:**

Horizontal Stabilizer – Mass balance on the elevator

**Reason:**

During high-speed flights it came to a flutter of the horizontal tail unit and the horizontal tail unit fin was strongly damaged.

**Action:**

Reduce the maximum speed to  $V_{max} = 160$  km/h by installing a placard and install a mass balance weight to the elevator in accordance with the Technical Note.

**Compliance:**

Install the placard " $V_{max} = 160$  km/h" before the next flight.  
The mass balance weight must be installed until December 31, 1999.

**Technical publication of the manufacturer:**

Schempp-Hirth Technical Note No. 295-27 and 809-15 both dated June 30, 1999 which becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth  
Flugzeugbau GmbH  
Krebenstraße 25

D- 73230 Kirchheim / Teck  
Federal Republic of Germany  
Phone: ++ 49 7021 7298-0  
Fax: ++ 49 7021 7298-199

**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

WYTWÓRNIĄ SPRZĘTU KOMUNIKACYJNEGO

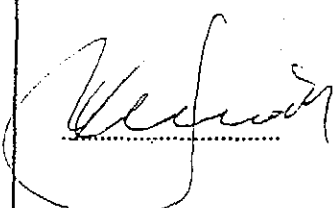
„PZL – KROSNO” S.A.

ul. Żwirki i Wigury 6, 38-400 Krosno  
tel. (0-13) 436 29 11, fax (0-13) 436 88 61

APPROVED :  
Technical Director:

AGREED WITH:  
General Inspectorate  
Of Civil Aviation

Chief Inspector  
Of Civil Aircraft  
Inspection Board



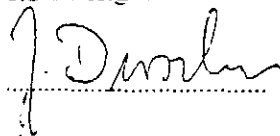
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date 99.05.25

BULLETIN NO BE-35/KR-03A/99

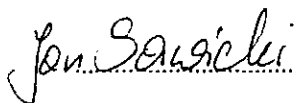
Category: Mandatory

Subject: Glider's flying hours  
.....  
.....  
.....

Chief Designer



Translated by:



Krosno

WSK

„PZL – Krosno”  
S.A.

BULLETIN NO.

BE-35/KR-03A/99

Page 2 of 4

1. Reason for the Bulletin's introduction.  
Actual flying hours recorded for the KR-03A "PUCHATEK" are 5000 hrs. In order to define the correct flying time of the KR-03A „PUCHATEK” as per „Definition of the operating time of the KR-03A „PUCHATEK” based on results of fatigue tests” – the 2nd issue, revised, dated March 99 should be revised to comply with the present Bulletin.
2. List of gliders being covered by the Bulletin.  
All the KR-03A "PUCHATEK" gliders are affected.
3. List of enclosures.  
No enclosures.
4. Description of the work to be done.  
Records of flying hours are to be verified as follows:
  - 4a) Actual flying hours are to be recorded in the Glider's Log for the flights with take offs performed by means of bungee launching, air towing and for other flight conditions, (except aerobatics)
  - 4b) In case of aerobitics the flying hours calculated as below should be recorded in the Glider's Log:  
- flying time= actual flying time multiplied by six (6)

<i>WSK</i> „PZL – Krosno” S.A.	BULLETIN NO. BE-35/KR-03A/99	Page: 3 of 4
<p>The revised flying time as per above rules will define the flying hours to operate the KR-03A „PUCHATEK” glider.</p> <p>The correction of flying time from the beginning of glider’s operation to the implementation of the present Bulletin should be done as follows:</p> <p>4c) For the gliders with documented aerobatics time the correction is to be made by means of one entry:                documented aerobatics time multiplied by 5.</p> <p>4d) In case such documentation has not been made the total aerobatics time is to be estimated and one time correction is to be made as per item 4c.</p> <p>4e) After the correction as per either 4c or 4d has been made the family and first name of the person, who made the correction, should be written down in the Glider’s Log, i.e.</p> <p>Glider flying time calculated as per BE-35/KR-03A/99 amounts to          .....</p> <p>Entry made by.....Licence No.....on.....Signature.....</p>		

<i>WSK</i> „PZL – Krosno” S.A.	BULLETIN NO. BE-35/KR-03A/99	Page: 4 of 4
<p>5. Bulletins introduction.          All operators of the KR-03A „PUCHATEK” are to introduce the present Bulletin.</p> <p>6. Deadline          To be introduced within one month as from the date of Bulletin’s receipt.</p> <p>7. Final resolution.</p> <p>Flight Manual, Maintenance Manual and Spare Parts Catalogue do not need any correction.</p> <p style="text-align: center;">-THE END-</p> <p>Prepared by : Paweł Smarzewski</p>		



The British Gliding Association Ltd.  
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Registered Office as address

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## British Gliding Association

24<sup>th</sup> June 1999

TO: ME7/8 Owners  
Kenilworth International  
Roger Andrews  
Southern Sailplanes

### Me7/8 Corrective action required for airworthiness 21/06/99

Following an investigation of ME7B BGA no. 4490 the following checks and subsequent corrective action is required/advised before the type can be considered airworthy in the UK.

Items in italics are compulsory whilst the rest are strongly recommended

1. *Examine the mounting for the bracket of the elevator bell crank at the lower stern post of the fin. A single bolt passes through the stern post plywood to secure the bracket in place. The head of this bolt must NOT be counter bored into the plywood to any extent, since this reduces the strength of the mounting of the elevator bell crank to the fin. If the head of the bolt is recessed below the surface of the plywood, remove the bolt and overlay the plywood with a couple of layers of glass cloth and epoxy resin and subsequently re-drill the mounting hole and refasten the bracket in position.*
2. *Examine the mounting of all bell crank mounting brackets for security, paying particular attention to the quality of the plywood and its attachment to the adjacent GRP structure. If there is any doubt as to the security of this mounting, remove the bracket and overlay the mounting plywood with an epoxy laminate which should also be used to better secure the plywood to the adjacent GRP structure. Re-drill the mounting hole and refit the bracket. There are two such mountings in the centre section and two associated with the aileron drives outboard along the wing.*
3. The ME7/8 unusually adopts the practise of securing metal plates and hinges to the main structure by screwing mounting bolts directly into plywood material which is glassed into the main structure. Examples of this include all control surface hinges & the mounting plate for the airbrake & aileron bell cranks at the root closure rib of each wing. While the BGA does not endorse the wisdom of this practise it does appear to work adequately. The BGA would prefer to see captive fasteners fitted such as threaded steel backing plates or threaded steel inserts/helicoils.

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

*The BGA advises owners to regularly assess the security of such fastenings at each DI. A particular point of concern which must be addressed is the safety locking of such fastening bolts (if not already locked - aileron hinges effectively are, for example) by a resin 'blob', wire locking or locking tabs as best suits the situation.*

4. *Inspect all accessible nuts fitted to mounting bolts and lock using tab washers, resin 'blobs', nyloc nuts or castellated nuts*
5. *Check the airbrake blades are properly fitted with clevis pins fitted rearwards and secured in place with split pins and washers.*
6. *Check the composite bell crank in the elevator for any signs of delamination cracking and replace if in doubt.*
7. *Visually check soundness of all metal welds and if any doubt exists have the item properly investigated replaced or rectified.*
8. *Check lock nuts on all push rods for tightness and locking.*
9. *Drill small 1/8th vent holes in all control surfaces*
10. *6mms water drain holes in each airbrake box to allow rainwater to run away.*
11. *Check security of battery securing method and improve if necessary by adding a strap.*
12. *The ME7/8 is fitted with Hemp cored rudder cables which are non approved in the UK due to problems of moisture ingress and internal corrosion and rotting which does occur. The BGA recommends these cable be replaced by galvanised cables (not stainless steel) immediately and **certainly within the first 5 years of service.***

Southern Sailplanes have experience of these inspection/corrective requirements and can undertake the work for owners if required.

To lift the grounding notice on a particular ME7/8 a BGA inspector must sign the declaration below and return a copy of this notice to the Chief Technical Officer of the BGA

I certify that the above work has been undertaken on ME7/8 BGA no..... as initialled in the margin of each item and that I am satisfied that this glider is now fit for flight in respect of the above items.

Inspector Signature..... BGA Inspector No.....

Mike Woollard  
Chairman BGA Technical Committee  
21<sup>st</sup> June 1999



## SAFETY REGULATION GROUP

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CIVIL AVIATION  
AUTHORITY

Our ref 9/97/CtAw/182

4 June 1999

**LBA AIRWORTHINESS DIRECTIVE 1999-224  
STEMME S 10-V AND -VT MOTOR GLIDERS  
VARIABLE PITCH PROPELLER - PROPELLER FORK OF  
PROPELLERS 10AP-V AND 11AP-V**

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

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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  
1999-224**

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

**Stemme**

**Effective Date: June 04, 1999**

**Affected:**

Kind of aeronautical product: Powered Sailplanes  
Manufacturer: Stemme, Berlin, Germany  
Type: Stemme S 10  
Models affected: Stemme S 10-V and -VT  
Serial numbers affected: All  
German Type Certificate No.: 846

**Subject:**

Variable Pitch Propeller – Propeller fork of propellers 10AP-V and 11AP-V / Project-no. 14-006; Part-No. 10AP-V08

**Reason:**

Loss of one propeller blade including propeller fork during flight operation due to a fracture of the propeller fork at the end of its threaded fastening pin.

That fracture of the propeller fork may be caused by the stress which occurred during a ground contact of the propeller or a similar incident such as impact stop.

**Action:**

X-Ray crack-testing and if possible exchange of propellers in accordance with the Service Bulletin

**Note:**

The X-ray crack-testing and the exchange of the propeller forks may be carried out and certified by the manufacturer only. The regulations on the keeping of service records must be observed.

**Compliance:**

The X-ray crack-testing of propeller forks according to item 5.1 of the Service Bulletin must be performed  
- not later than 100 operating hours after the propeller forks have been manufactured (100 h TSN),  
- repeatedly after 50 operating hours since the last X-ray crack-testing.

The replacement of the propeller forks according to item 5.2 of the Service Bulletin must be performed before the next flight.

**Technical publication of the manufacturer:**

Stemme Service Bulletin No. A 31-10-051, Amendment-Index 01.a dated June 03, 1999 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.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

STEMME S10 SERIES MOTOR GLIDERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

<i>LBA AD No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
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 a/c 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.
1998-323/2	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.

<i>LBA AD No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
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.
1998-400	Engine Controls – Redesign of wastegate control and exchange of oil tubes.	Applicable to S10-VT aircraft serial numbers 11-004 up to 11-006 and 11-008 up to 11-013. Compliance required as detailed in AD. Stemme Service Bulletin A31-10-034 also refers.
1999-224	Variable pitch propeller – Propeller fork of propellers 10AP-V and 11AP-V.	Applicable to S10-V and -VT aircraft. Compliance required as detailed in AD. Stemme Service Bulletin A31-10-051 also refers.

**GLASER-DIRKS DG-400, DG-500 AND DG-800 SERIES MOTOR GLIDERS**

**PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES**

<i>LBA AD No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
83-171	Flexible wing fuel tanks.	Applicable to DG-400 Serial Nos. as detailed in Airworthiness Directive. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/3 also refers.
84-155	Rotax 505 engine, canopy jettison device, DEI, towing cable release mechanism.	Applicable to DG-400 Serial Nos. 4-1 to 4-87. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/6 also refers.
84-157	Power plant, vibration cracks.	Applicable to DG-400 all Serial Nos. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/11 also refers.
85-219	Replacement of fuel shut off valve gaskets.	Applicable to DG-400 Serial Nos. 4-1 to 4-140. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/14 also refers.
85-223	Powerplant – cable guides – inspection to prevent possible fouling of engine extension.	Applicable to DG-400 Serial Nos. 4-1 to 4-140. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/15 also refers.
86-138	Improved marking of canopy emergency release and re-location of ventilation placard.	Applicable to DG-400 Serial Nos. 4-1 to 4-176. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/16 also refers.
87-108	Inspection/Modification of engine extension/retraction drive.	Applicable to DG-400 Serial Nos. 4-1 to 4-188. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/18 also refers.
87-109	Inspection/Modification of engine wiring.	Applicable to DG-400 Serial Nos. 4-1 to 4-178. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/19 also refers.

<i>LBA AD No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
88-99	Empty weight CG range, plugged piece of hose at the pneumatic fuel pump, manual revisions and locking pins on wing tips.	Applicable to DG-400 Serial Nos. 4-1 to 4-228. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/20 also refers.
90-43	Modification of powerplant.	Applicable to DG-400 Serial Nos. through 4-249. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 826/22 also refers.
91-149	Modification of powerplant.	Applicable to DG-400 Serial Nos. 4-1 and subsequent. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Notes 826/24 and 826/25 also refer.
92-358	Airbrake control/control – hook up shaft 5ST57.	Applicable to DG-500M Serial Nos. 5E30M 14 up to 5E60M 25. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 843/3-2 also refers.
93-009	Manual revisions and rudder sealing.	Applicable to DG-500/22 ELAN and DG-500 ELAN Trainer all Serial numbers. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Notes 348/3S and 348/3T also refer.
93-010	Manual revision, rudder sealing and cooling liquid reservoir.	Applicable to DG-500M all Serial numbers. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 843/5 also refers.
94-295/2	Modification of airbrakes to prevent flutter in the locked position.	Applicable to DG-500 ELAN Trainer all Serial numbers. Compliance required as detailed in Airworthiness Directive. Glaser-Dirks Technical Note 348/4T also refers.
96-242	Electrical System/Regulator.	Applicable to all DG-400. Compliance required as detailed in Airworthiness Directive. DG Flugzeugbau Technical Note 826/33 also refers.
96-243	Powerplant – Propeller shaft.	Applicable to all DG-400. Compliance required as detailed in Airworthiness Directive. DG Flugzeugbau Technical Note 826/32 also refers.



GLASER-DIRKS DG-400, DG-500 AND DG-800 SERIES MOTOR GLIDERS  
Page 3

Issue 5  
June 1999

<i>LBA AD No.</i>	<i>Description</i>	<i>Applicability – Compliance – Requirement</i>
97-011	Airbrake torque tube in the fuselage and airbrakes in the wings.	Applicable to all DG-400. Compliance required as detailed in Airworthiness Directive. DG Flugzeugbau Technical Notes 301/18, 323/9 and 826/34 also refer.
97-224	Powerplant system, cracks in the propeller mounting plate.	Applicable to all DG-500M. Compliance required as detailed in Airworthiness Directive. DG Flugzeugbau Technical Note 843/8 also refers.
1998-023	Pulley for C.o.G. – tow release cable and Maintenance Manual revisions.	Applicable to all DG-500M. Compliance required as detailed in Airworthiness Directive. DG Flugzeugbau Technical Note 843/9 also refers.
1998-048	Pulley for C.o.G. – tow release cable, increase of service time and Maintenance Manual revisions.	Applicable to all DG-500/22 ELAN. Compliance required as detailed in Airworthiness Directive. DG Flugzeugbau Technical Note 348/9 also refers.
1999-167	Engine and revision of manual pages.	Applicable to all DG-800B motor gliders equipped with Solo engine. Compliance required as detailed in Airworthiness Directive. DG Flugzeugbau Technical Note 873/12 also refers.

# SERVICE BULLETIN

## CHECKING AND REPLACEMENT OF STATOR ASSY.

SB-912 026 /E

SB-914 014 /E

### 1) Planning information

#### 1.1) Engines affected

All versions of the engine type:

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##### group A\*)

- || \*\*- 912 ULS (Series) from S/N 4,425.001 to S/N 4,425.013
- 912 ULS (Series) from S/N 4,425.014 to S/N 4,425.029
- 912 ULS (pre production)

##### group B\*)

- 912 A (Series) from S/N 4,076.071 to S/N 4,410.366
- 912 F (Series) from S/N 4,412.502 to S/N 4,412.791
- 912 UL (Series) from S/N 4,152.112 to S/N 4,403.282
- 914 F (Series) from S/N 4,420.002 to S/N 4,420.157
- 914 UL (Series) from S/N 4,417.503 to S/N 4,417.783
- V 914 (pre-production)

##### group C\*)

- 912 A (Series) from S/N 3,792.556 to S/N 4,076.063
- 912 UL (Series) from S/N 3,792.556 to S/N 4,005.299

##### group D\*)

- 912 A (Series) from S/N 3,792.541 to S/N 3,792.555
- 912 UL (Series) from S/N 3,792.501 to S/N 3,792.555
- V 912 (pre-production)

##### group E\*)

- 912 A (Series) from S/N 4,076.064 to S/N 4,076.070
- 912 UL (Series) from S/N 4,005.300 to S/N 4,152.111

\*) Because of the different versions of the stator and the associated varying instructions a subdivision into the above groups is imperative.

This subdivision will follow through further chapters and procedures.

|| \*\*) for SMD-Modul with 3 wiring harness.



SF25E

SF. 25

Motor Blider Super Falk G-BPIR

25 June 99

Crack Found in tailplane front mounting during DI.

Upon inspection, tailplane mounting failed completely when touched.

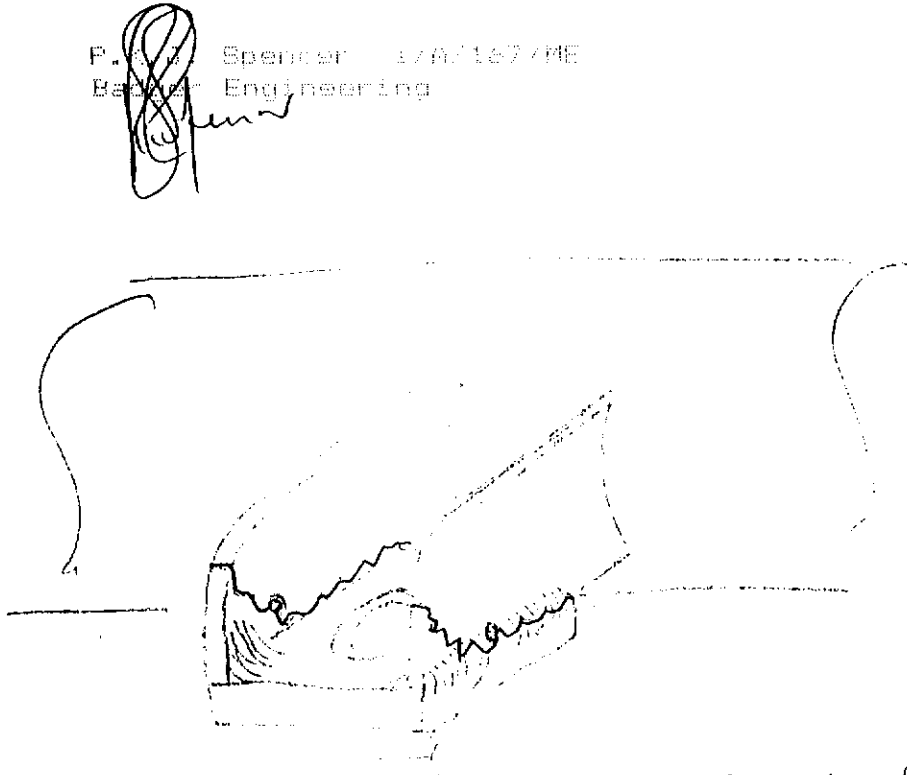
Examination showed mounting was cracked through welds on both sides and indicated poor weld penetration - only on surface.

Tailplane opened up; tube rivets driven out and mounting sideplates removed. Mounting assembled and rewelded by CAA approved welder.

Mounting assembled into tailplane using AN5-13A bolts and MS21044-N5 stiff Nuts.

Ply surfaces made good; covered with Ceconite and painted to match.

P. Spencer 1/A/167/ME  
Baker Engineering



CRACKED THROUGH BOTH  
SIDE WELDS AND ADJACENT  
TO FRONT INSIDE WELDS.



Airworthiness  
Directive  
1999-216

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

Effective Date: July 01, 1999

Grob

**Affected:**

Kind of aeronautical product: Sailplane  
Manufacturer: Grob, Mindelheim, Germany  
Type: TWIN ASTIR  
Models affected: G 103 TWIN II (S/No. 3501 up to 3729)  
G 103 TWIN II ACRO (S/No. 3544 up to 3729 (with suffix "K"))  
Serial numbers affected: see above  
German Type Certificate No.: 315

**Subject:**

Flight Controls - Inspection / Replacement of the knurled nut at the rear control stick

**Reason:**

Single cases had been reported, where the fastening nut (knurled nut) was cracked. Previous investigations showed, that these damages may be caused by improper handling, i.e. fastening the nut too tight.

**Action:**

Inspection & Replacement of the nut in accordance with the Technical Note.

**Compliance:**

Inspect the nut for damaged and especially for cracks before the next flight. If no damage and cracks were found, the inspection must be repeated before the first flight of each day until the knurled nut is replaced by a new nut made from stainless steel.

**Technical publication of the manufacturer:**

Grob Technical Note No. 315-61 dated May 06, 1999 which becomes herewith part of this AD and may be obtained from Messrs.:

Grob-Werke GmbH & Co.  
Aerospace Division  
P.O. Box 12 57  
  
D- 87712 Mindelheim  
Federal Republic of Germany  
Phone: ++ 49 8268 998-0  
Fax: ++ 49 8268 998-190

**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

315-61/2

G 103

This Service Bulletin substitutes the Service Bulletin 315-61, dated 06 May 1999.

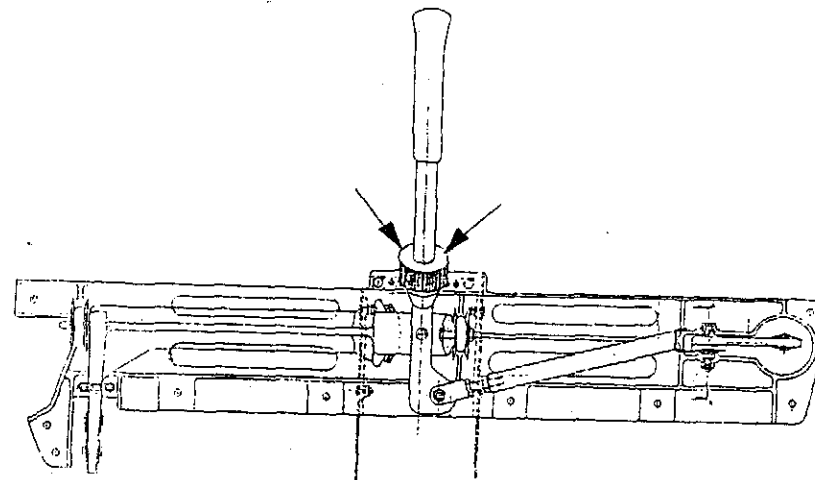
**Subject:** Inspection/ Replacement of the knurled nut at the rear control stick  
**Concerned:** Sailplane Model: TCDS No. 315  
G 103 TWIN II S/N 3501 - 3729  
G 103A TWIN II ACRO S/N 3501 - 3729 (with suffix "K")  
**Urgency:** Action 1: before the next flight  
Action 2: before the first flight of a day  
Action 3: before 31 December 1999

**Background Information:**

Single cases had been reported to GROB, where the fastening nut (knurled nut) was cracked. Previous investigations showed, that these damages may be caused by improper handling i.e. fastening the nut too tight. As a precautionary action an inspection or replacement of the knurled nut is mandatory.

**Actions:**

1. The knurled nut must be checked for damage, especially for cracks on the upper side of the nut. If the nut is found damaged or cracked, the nut must be replaced immediately.



2. The inspection must be repeated before the first flight of a day, until the knurled nut is replaced.
3. The knurled nut at the rear control stick must be replaced for a new knurled nut made from stainless steel.

Replace with P/N 103-4205.03/2.

DATUM / DATE	ERSETZT AUSGABE / REPLACES ISSUE	BEARBEITET / PREPARED BY	MUSTERGEPRÜFT / APPROVED BY	SEITE / PAGE
28 June 1999		R. Vodermeier		1 of 2



**Airworthiness  
Directive**

1999-266 - LS6

1999-267 (LS7)

1999-268 (LS8)

TNS 7/8/99  
**Luftfahrt-Bundesamt**

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

**Rolladen-Schneider**

**Effective Date: July 06, 1999**

**Affected:**

Kind of aeronautical product:

Sailplane

Manufacturer:

Rolladen-Schneider, Egelsbach, Germany

Type:

LS 6

Models affected:

All

Serial numbers affected:

All

**Note:**

Please consider notes in the Technical Bulletin

German Type Certificate No.:

357

LS 61718.

**Subject:**

Obstruction of emergency canopy jettison

**Reason / Action:**

A deflector on the upper instrument panel edge avoids possible jamming of the instrument panel between the canopy mounted panel cover after actuation of the canopy emergency jettison.

**Compliance:**

Before the next flight.

**Technical publication of the manufacturer:**

Rolladen-Schneider Technical Bulletin No. 6036 dated June 08, 1999 which becomes herewith part of this AD and may be obtained from Messrs.:

Rolladen-Schneider  
Flugzeugbau GmbH  
Mühlstrasse 10

D- 63329 Egelsbach  
Federal Republic of Germany  
Phone: ++ 49 6103 204126  
Fax: ++ 49 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.

**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, Hermann-Blenk-Str. 26, 38108 Braunschweig.



**Airworthiness  
Directive  
1999-267**

TNS 7/8/99  
**Luftfahrt-Bundesamt**

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

**Rolladen-Schneider**

**Effective Date: July 06, 1999**

**Affected:**

Kind of aeronautical product: Sailplane  
Manufacturer: Rolladen-Schneider, Egelsbach, Germany  
Type: LS 7  
Models affected: All  
Serial numbers affected: All  
**Note:**  
Please consider notes in the Technical Bulletin  
German Type Certificate No.: 375

and 158.

**Subject:**

Obstruction of emergency canopy jettison

**Reason / Action:**

A deflector on the upper instrument panel edge avoids possible jamming of the instrument panel between the canopy mounted panel cover after actuation of the canopy emergency jettison.

**Compliance:**

Before the next flight.

**Technical publication of the manufacturer:**

Rolladen-Schneider Technical Bulletin No. 7011 dated June 08, 1999 which becomes herewith part of this AD and may be obtained from Messrs.:

Rolladen-Schneider  
Flugzeugbau GmbH  
Mühlstrasse 10

D- 63329 Egelsbach  
Federal Republic of Germany  
Phone: ++ 49 6103 204126  
Fax: ++ 49 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.

**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:**

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**Subject:** Use of unleaded fuel

**Concerned:** Motorglider Model: TCDS No. 817  
G 109B all S/N's with aircraft engine GROB 2500

**Urgency:** optional

**Procedure:** For a short time no leaded fuel is obtainable at many service stations. Therefore GROB offers the optional modification of the aircraft engine GROB 2500 for the use of unleaded fuel (unleaded Super fuel, minimum Octane number ROZ 96). During the general overhaul all engines are modified for the use with unleaded fuel in principle. After the modification the engine also may be operated further using AVGAS or leaded fuel.

**Actions:** 1. The following modifications must be performed at the aircraft engine or at the aircraft:

- replacement of the cylinder heads (marking by manufacturer i.e. G 7 11 001)

Thereby means:

G = GROB  
7 = year of manufacturing 199 7  
11 = month of manufacturing 11 = November  
001 = current number 1

- installation of fuel hoses according to DIN 73379, at engine and fuselage (only for S/N's 6200 up to 6445, as of S/N 6500 PTFE hoses are installed)

- installation of carburettor diaphragms, resistant for unleaded fuel

2. Installation of a return hose into the fuel system according to Installation Instructions No. 817-46

3. In the Flight Manuals the following revisions must be performed:

German Issue: Revision 5, dated 09.03.98  
English Issue: Revision 5, dated 09.03.98

4. In the Maintenance Manuals the following revisions must be performed:

German Issue: Revision 7, dated 09.03.98  
English Issue: Revision 7, dated 09.03.98

5. At the fuel filler neck at the LH fuselage the following new placard must be attached:

<p><b>FUEL</b> 100 Ltr. - AVGAS 100 LL - min. ROZ 96,0 octane - SUPER UNLEADED</p>
----------------------------------------------------------------------------------------------------

Translation.

LUFTFAHRT-BUNDESAMT

3300 Braunschweig

Airport

1st August 1990

I 63-303.61/90-239

DRAFT AIRWORTHINESS DIRECTIVE

PIK 20E

90-239 EIRIAVION

Date of Issue:

1st August 1990

Concerns: Powered Glider

Aircraft No. 814

PIK 20 E

All serial numbers.

Re:

Fixing of the Propeller Hub Bearing

Motive/Reason:

There is a possibility of the propeller bearing coming loose after the locking plate has sheared off.

Measures

1. Dismantle the propeller
2. Unscrew the groove nut and remove the locking plate.
  - a) Check the nut in the spindle for straight edges, so that acceptance of the force is guaranteed by the locking plate.
  - b) If there are any deformations on the spindle nut, fit a suitably thick shim of the dimensions (diameter) of the inner bearing-ring in front of the bearing.
  - c) Test the groove nut for perfect condition.
  - d) Check the bearing according to the data in the Operating and Servicing Manual.
  - e) Connect up using a new locking plate in accordance with the data in the Operating and Servicing Manual.
  - f) Refit the propeller.
3. Until further notice, measures 1 and 2 are to be carried out after every 10 engine operating hours.

Deadline

Before the next flight.

Note: The LBA is endeavouring to find a Type Specialist for the PIK 20 E in W. Germany, with whom it should be possible to work out some improvement of the construction and its realization. It is then intended to revise this Airworthiness Directive.

Performance and Certification

These measures may be carried out by an expert. Execution is to be certified in the aircraft's log by a duly authorized Examiner. The regulations concerning the keeping of working records as per Art. 15 of the Aircraft Operating Order must be observed.

## SAFETY REGULATION GROUP

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CIVIL AVIATION  
AUTHORITY

Our ref 9/97/CtAw/99

20 July 1999

**LBA AIRWORTHINESS DIRECTIVE 1999-269  
DG-FLUGZEUGBAU DG-800B MOTOR GLIDERS EQUIPPED WITH SOLO ENGINE  
POWERPLANT AND MAINTENANCE MANUAL REVISIONS**

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

The provisions of Article 9(7) of the Air Navigation (No.2) 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  
1999-269**

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

**DG-Flugzeugbau**

**Effective Date: July 22, 1999**

**Affected:**

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	DG-Flugzeugbau, Bruchsal, Germany
Type:	DG-800B, equipped with SOLO engine
Models affected:	All
Serial numbers affected:	All
German Type Certificate No.:	873

**Subject:**

Powerplant and Manual Revisions

**Reason:**

The fuel line may kink near the fuel filter; difficulties with the fuel filter, the connection of the throttle cable to the carburettor, the spark plugs, the engine extension-retraction mechanism; other type of batteries have been approved and exchange of pages into the Maintenance Manual.

**Action:**

1. Modify the laying of the fuel lines near the fuel filter,
2. Install a new fuel filter with 90° elbow,
3. Check the screw, connecting the throttle cable to the carburettor,
4. Install modified spark plugs,
5. Check securing of rod end to the piston rod of the gas strut,
6. Install other type of batteries and
7. Exchange pages of the Maintenance Manual.

The actions must be done in accordance with the Technical Note.

**Compliance:**

Action 1, 3 and 5: before next flight  
Action 2 and 4: during the next 25 hour inspection  
Action 7: at latest on December 31, 1999

**Technical publication of the manufacturer:**

DG-Flugzeugbau Technical Note No. 873/13 dated June 30, 1999 which becomes herewith part of this AD and may be obtained from Messrs.:

DG-Flugzeugbau  
Postbox 41 20

D- 76625 Bruchsal  
Federal Republic of Germany  
Phone: ++ 49 7257 890  
Fax: ++ 49 7257 8922

**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.



- Subject : Powerplant, manual revision
- Effectivity : DG-800B with SOLO engine
- Accomplishment : Instructions 1, 3 and 5 prior to next flight  
Instructions 2 and 4 with the next 25 hour inspection  
Instruction 7 latest Dec. 31. 1999
- Reason : 1. The fuel line may kink near the fuel filter even with the spring installed (according to TN 873/12 instruction 3) if layed in an unfavourable way.  
2. Instead of the straight fuel filter a filter with 90° elbow may be used.  
3. The screw nipple at the connection of the throttle cable to the carburettor may wear in a short time, especially with the new Mikuni carburettor. Nipples made from a much harder material are available now.  
4. Securing the removable caps to the spark plugs with Loctite may result in reduced sparking power, if too much Loctite is used. To improve the sparking power plugs with the caps fastened by crimping with a special tool can be supplied now.  
5. The rod end of the gas-strut of the engine extension-retraction mechanism may turn loose if not tightened and secured properly with Loctite.  
6. With TN873/15 other types of batteries have been approved for the use in the DG-800.
- Instructions : 1. Only applicable if the fuel filter is installed at the front mounting point of the spindle drive: Modify the laying of the fuel lines near the fuel filter according to diagram 11c. Pull the filter out of the holder clamp. Remove any ty-raps near the filter. Turn the spring so far that it will contact the hose clamp on the filter (the spring will move on the hose similar to turning a nut on a bolt). Push the new ty-rap through the spring and tighten it for a hose loop of 40mm according to diagram 11c. By this measure it is ensured, that the bending of the hose is only inside the spring and kinking at the ends of the spring is prevented.  
2. When installing a new fuel filter a filter with 90° elbow instead of the straight filter may be used. Especially if an ELT or a similar part is installed close to the filter, this filter is recommended. Installation is also according to diagram 11c. The spring on the fuel line is no more necessary but may remain on the hose. The length of the hoses doesn't change. Type of filter see MM page 91.  
3. Check the screw nipple at the connection of the throttle cable to the carburettor for wear. If damaged replace by a nipple S35/1, use the screw of the existing nipple. The nipple S35/1 is made from tempered steel whereas the common nipples are made from brass and nickle plated.  
4. It is recommended to use spark plugs with the removable caps secured by crimping, type see MM page 91.  
5. A) The Loctite securing of the rod end to the piston rod of the gas strut can be identified by a dot of red paint on piston rod and rod end. Check prior to next take off, if the marking paint is there and that the piston rod didn't rotate against the rod end. Execute this visual inspection with every pre-flight inspection.,  
B) If there is no marking or if the marking does not prove that the piston rod didn't rotate, remove the gas strut from the engine mount and secure the rod end according to the instructions in MM sect. 4.13 and 4.8 (securing with Loctite).  
6. The installation of other battery types approved by DG is acceptable. see MM page 93.  
7. Exchange the following pages of the maintenance manual issued June 1999 marked with TN873/13: 1, 3, 4, 43, 61, 91, 93 and add diagram 11c.

Material : Manual pages see instruction 7  
Ty-rap 4.8x160

If necessary:  
Loctite 638,7063 and 18896  
Nipple S35/1  
Fuel filter and spark plugs see MM page 91

Weight and balance : influence negligible

Remarks : Instruction No. 5b is to be executed by the manufacturer or by a licensed workshop.  
The other instructions may be executed by the owner himself.  
Accomplishment of all necessary instructions is to be inspected and entered in the  
aircraft logs by a licensed inspector at the next annual inspection.

Bruchsal, date  
June 30. 1999

LBA – approved:

13. Juli 1999

Author:  
Dipl. Ing. Wilhelm Dirks



The German original of this TN has been approved by  
the LBA under the date of                      and is signed by  
Mr. Fendt. The translation into English has been done  
by best knowledge and judgement.

Type certification  
inspector:  
Dipl. Ing. Swen Lehner





**Airworthiness  
Directive  
1999-270**

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

**Rolladen-Schneider**

**Effective Date: July 22, 1999**

**Affected:**

Kind of aeronautical product: Sailplane  
Manufacturer: Rolladen-Schneider, Egelsbach, Germany  
Type: LS 4  
Models affected: Ls 4 and LS 4-a  
Serial numbers affected: All  
German Type Certificate No.: 345

LS4

**Subject:**

Air brake locking in fuselage

**Reason:**

Due to possibly improper preflight checks, asymmetric adjustment of pushrods during exchange of L'Hotellier ball snap joints or uneven locking adjustments, the air brake locking bracket may be under long time asymmetric load, resulting in fatigue fracture at the lateral fixtures.

**Action:**

Inspection and if necessary, exchange of air brake locking bracket in accordance with the Technical Bulletin.

**Compliance:**

Before the next flight.

**Technical publication of the manufacturer:**

Rolladen-Schneider Technical Bulletin No. 4042 dated July 02, 1999 which becomes herewith part of this AD and may be obtained from Messrs.:

Rolladen-Schneider  
Flugzeugbau GmbH  
Mühlstrasse 10

D- 63329 Egelsbach  
Federal Republic of Germany  
Phone: ++ 49 6103 204126  
Fax: ++ 49 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.

**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, Hermann-Blenk-Str. 26, 38108 Braunschweig.

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