

British Gliding Association – Technical Committee**Technical News Sheet 05/06/00****Part 1** **Airworthiness issues (all categories)**

- 1.1 **DG 500, DG 500M, MB** TN348/13 + TN843/14
S/n 5E169 to 5E199 Front landing gear handle inspection / modification.
Details enclosed.
- 1.2 **DG 500 ELAN Orion** TN348/14
Flight manual revision. Details enclosed.
- 1.3 **GROB 109 b** Service Letter 109-1
Replacement of seal in the fuel filter. Details enclosed.
- 1.4 **STD. JANTAR 2** Defect reported by North Yorkshire G.C.
Air brake drive gear mounting web partially detached inside the wing
causing failure of the drive. An inspection of the area is recommended.
- 1.5 **STANDARD CIRRUS** TN278-37
Retro fitting a nose tow release mechanism.
- 1.6 **DISCUS** TN360-14
Retro fitting a nose tow release mechanism.
- 1.7 **DUO DISCUS** TN396-5
(S/n. 1,8 through 244) Max permitted aerotow speed.
- 1.8 **VENTUS cT** TN825-23 LBA AD 2000-074 (Mandatory)
(S/n. 161 through 185) Engine mount structure inspection.
- 1.9 **DISCUS bT** TN863-6 LBA AD 2000-074 (Mandatory)
(S/n. 120 through 160) Engine mount structure inspection.
- 1.10 **NIMBUS 4** TN863-3 LBA AD 1999-392 (Mandatory)
(S/n. 30 through 37) Engine inspections.
- 1.11 **NIMBUS 3** TN847-8 LBA AD 2000-095 (Mandatory)
Extension of service life & supplements of the maintenance manual.
- 1.12 **DUO DISCUS** Defect reported by RAF GSA
Canopy front locking mechanism failed resulting in inability to open to
open canopy. The operating rod fractured at the welded joint at the
diameter reduction. Drawing enclosed. Inspection is required A.S.A.P.
Note; Later aircraft do not have a reduced diameter operating rod.
- 1.13 **SCHEIBE SF25C, E & K** SB653-47 LBA AD 1984-198/2 (Mandatory)
Control stick bearings – AD number correction.

- 1.14 **DIAMOND A/C HK36TTS,TTK,TTT-ECO DIMONA + S. DIMONA**
SB66/1 issue2. AC AD 99 (Mandatory)
Check software version of engine TCU.
- 1.15 **SF 34** Reported by Bristol and Glos. G.C.
In flight failure of aft fuselage just forward of fin. Under investigation by BGA and AAIB. Interim restrictions applied, Normal Category operation only, No aerobatics, No Spinning. Special inspection required before further flight. Owners have details, if not contact BGA.
As a precautionary measure this also applies to **Centrair Alliance** until clarified by manufactures.
- 1.16 **LET L23 BLANIK** IB L23/038
Inspection of 2,3 & 4 types extended. Details enclosed.
- 1.17 **LET L13 & L13A** IB L13/092b
Inspection B, C, D & TBO are extended. Details enclosed.
- 1.18 **ROTAX ENG. 912A,F & 914F**
SB912-026R3 + SB914-014R3
ACG AD 98 (Mandatory)
Engine stator assy. Inspection.
- 1.19 **ROTAX ENG. 912A,F & 914F**
SB912-027R1 + SB914-010R1
ACG AD 101 (Mandatory)
Propeller gearbox inspection / exchange.
- 1.20 **SLICK MAGNETOS** SB1-98 FAA AD 99-04-04 (Mandatory)
250 hour Inspection of impulse coupling on Lycoming 6 cyl. Engines.
- 1.21 **Foreign Operators Reports**
- SZD Puchacz 50-3** Reported by GFA Australia.
Cracks in steel strap wrapped around the wing carry through tubes in fuselage. The tubes carry the wing spigots (lift pins). Only the front tube appears to be affected. The area to inspect is from the tubular rivets up to the Rosette weld on top, also the area at the end of the weld to the tube. Please report any discrepancies immediately to the BGA.
- TAIFUN 17e** Reported by Helge Hald from Denmark.
Left wing separated in flight. The reporter suspects the incident was caused by a missing bolt at the end of the wing spar. Under investigation. This highlights the need for vigilance during inspections and repairs.

Part 2 Modifications

- 2.1 **MOSQUITO** Tail ballast installation.
Contact, Martin Carolan, Severn Valley Sailplanes 01452 741463

- 2.2 **ASW 15** Rear hinged canopy.
Contact, Peter Wells, Zulu Glasstek. 01844 208157
- 2.3 **BOCIAN** Ottfur tow hooks installation.
Contact, Cair Aviation. 01293 888185
- 2.4 **SZD PUCHACZ** Hydraulic wheel brake installation.
Contact, Basil Fairston, The Soaring Centre, Husbands Bos. 01858 880521.
- 2.5 **T61C** Use of Unleaded Mogas (Stamo engine)
Contact, Chris Kaminski, North Devon G.C. This modification is still under development, but if you are interested in using it when completed, please contact Chris so he may gauge the level of interest. This will be CAA approved when completed. 01237 428521

Part 3 General Matters

- 3.1 **PIPER PAWNEE** product support.
Production of the old Pawnee has now restarted in Argentina using the new name "PUELCHE". Some parts are coming through the system manufactured in Argentina. I have written to the new manufactures, Latinoamericana de Aviacion S.A. (LAVIA S.A.) requesting information on various issues, Technical Support (AD's, SB's,), Spares and product improvement. Waiting response.
- 3.2 **CAA LOG BOOKS**
The standard of log book entries leaves a lot to be desired. We need to improve. To help you I have included a short training aid to assist you to complete them.

Jim Hammerton
Chief Technical Officer



DG Flugzeugbau GmbH
Postfach 4120 76625 Bruchsal
Tel. 07257/890

Technical Note
No.348/13
843/14

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- Subject : Front landing gear operating handle / Teflon bush
- Effectivity : DG-500 all models, DG-500M model DG-500MB
from serial no. 5E169 up to 5E199
- Accomplishment : Instruction 1 prior to each take-off until instruction 2 has been executed
Instruction 2 up to April 30. 2000
- Reason : On one DG-500 the Teflon bush inside the pushrod of the front landing gear handle
came loose and slipped out so far that extending the landing gear completely was
no longer possible and a gear -up landing had to be executed.
On serial no's before 5E169 the bush was secured in a different manner, so that
those gliders are not affected by this TN.
- Instructions : Please refer to diagram 7 of the maintenance manual
1. Check prior to each take-off if the bush has moved out.
2. Exchange the landing gear handle 5FW39. See instructions below. The handle
will be delivered as an exchange part.
Working instructions
a) retract the landing gear
b) disassemble the rear connection of the pushrod located in the front of the
rear cockpit by removing split pin and clevis pin.
c) unscrew the guiding tube 5St68/2 in the front cockpit. Take it out together
with 5FW39 and remove it from 5FW39.
d) reverse the procedure to install the exchange part, use new split pin and
selflocking nut.
- Material : 1 landing gear handle/pushrod 5FW39
1 selflocking nut M6 LN9348
1 split pin 1,5x12 DIN 94 zn
- Weight and balance : no influence
- Remarks : The instructions may be executed by the owner.
They must be inspected and entered in the aircraft logs at the next annual
inspection.

Bruchsal, date: February
29.2000

LBA - approved:

Author:
Dipl. Ing. Wilhelm Dirks

Wilhelm Dirks

Type certification
inspector:
Dipl. Ing. Swen Lehner

Swen Lehner

The German original of this TN has been approved by
the LBA under the date of 17.03.00 and is signed by
Mr. Kopp ~~Mr. Fendt~~. The translation into English has been done
by best knowledge and judgement.

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TNS 05/06/00
1-2

DG Flugzeugbau GmbH
Postfach 4120 76625 Bruchsal
Tel. 07257/890

Technical Note
No. 348/14

page 1 from 1

Subject : Manual revision

Effectivity : DG-500 ELAN Orion all serial no's

Accomplishment : 30.06.2000

Reason : Manual revision

Instructions : Exchange the following flight manual pages against the new pages issued March 2000 marked TN 348/14:
0.1, 0.3, 0.4, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 4.7, 4.16, 4.18, 6.6, 7.6

For ser. no. 5E155-159 and 5E164 the pages 0.3, 0.4 and 2.8 are different and marked in addition with: TN 348/8 only for ser. no. 5E155-159 and 5E164

Material : Manual pages see above

Weight and balance : /

Remarks : The instructions may be executed by the owner himself and are to be inspected and entered in the aircraft logs by a licensed inspector with the next annual inspection.

Bruchsal, date: 18.04.2000

LBA - approved: 09. MAI 2000

Author:
Dipl. Ing. Wilhelm Dirks

W. 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

Swen Lehner



H. Fendt

00,00,20 1:11
2.1



**Service Letter
109-1**

GROB
G 109B

TNS 05/06/00
1-3

Gegenstand: Austausch der Dichtung am Benzinflter
Subject: *Replacement of the seal in the fuel filter*

Betroffen: G 109B, alle WerkNr.
Models G 109B, all S/N
Affected:

Dringlichkeit: empfohlen bei der nächsten 50-h-Kontrolle
Time of *recommended during next 50 hour inspection*
Compliance:

Vorgang: Die im Kraftstoffilter am Brandspant eingebaute Gummidichtung ist in Kürze nicht mehr vorrätig. Aus diesem Grund wird zukünftig eine neue Dichtung 109B-6176.02 eingebaut. Diese Dichtung ist für alle Kraftstoffarten verwendbar. Eine Dichtung für den erstmaligen, kostenlosen Austausch liegt diesem Service Letter bei.

Background: *The rubber seal, installed in the fuel filter at the firewall, is no more available soon.*
Information: *Therefore in the future a new seal P/N 109B-6176.02 will be installed. This seal is usable for all types of fuel. A seal for the first, free replacement is enclosed to this Service Letter.*

Maßnahmen: Die Dichtung ist wie folgt auszutauschen:
- Sicherungsdraht entfernen
- Flügelmutter lösen und Filtergehäuse abnehmen
- alte Dichtung entfernen und neue Dichtung einsetzen
- Filtergehäuse anbauen und Flügelmutter anziehen
- Flügelmutter mit Sicherungsdraht sichern

Action: *Replace the seal as follows:*
- *remove the securing wire*
- *loose wing nut and remove the filter housing*
- *remove old seal and insert new seal*
- *install filter housing and tighten wing nut*
- *secure wing nut using securing wire*

Material: Die neue Dichtung 109B-6176.02 ist dem Service Letter beigelegt.
Material: *The new seal P/N 109B-6176.02 is attached to the Service Letter.*

Hinweise: Falls Sie Ihr Flugzeug inzwischen weiterverkauft haben, bitte wir Sie, diese Mitteilung an den neuen Besitzer weiterzuleiten un uns seine Anschrift unter Angabe der Werknummer mitzuteilen.

Remarks: *If you have sold your aircraft in the meantime, would you kindly pass this information on to the new owner and forward his name and address and aircraft S/N to us.*

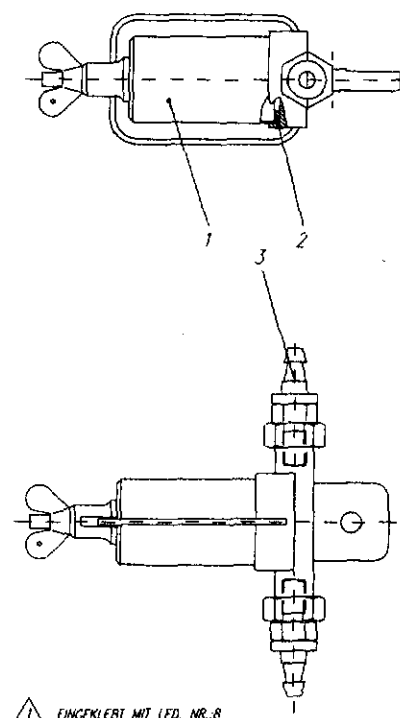
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05.05.2000		R. Vodermeier		1 / 2

Kontakt
Contact:

Rückfragen bitte an:
For questions and assistance please contact:
Rudi Vodermeier, product Support,
phone: +49 8268 998139
fax: +49 8268 998200

Mattsies, 05 May 2000

H. Micheler
Dipl.Ing. (FH) H. Micheler
(Musterprüfleitstelle)
(Manager Airworthiness/ Certification)



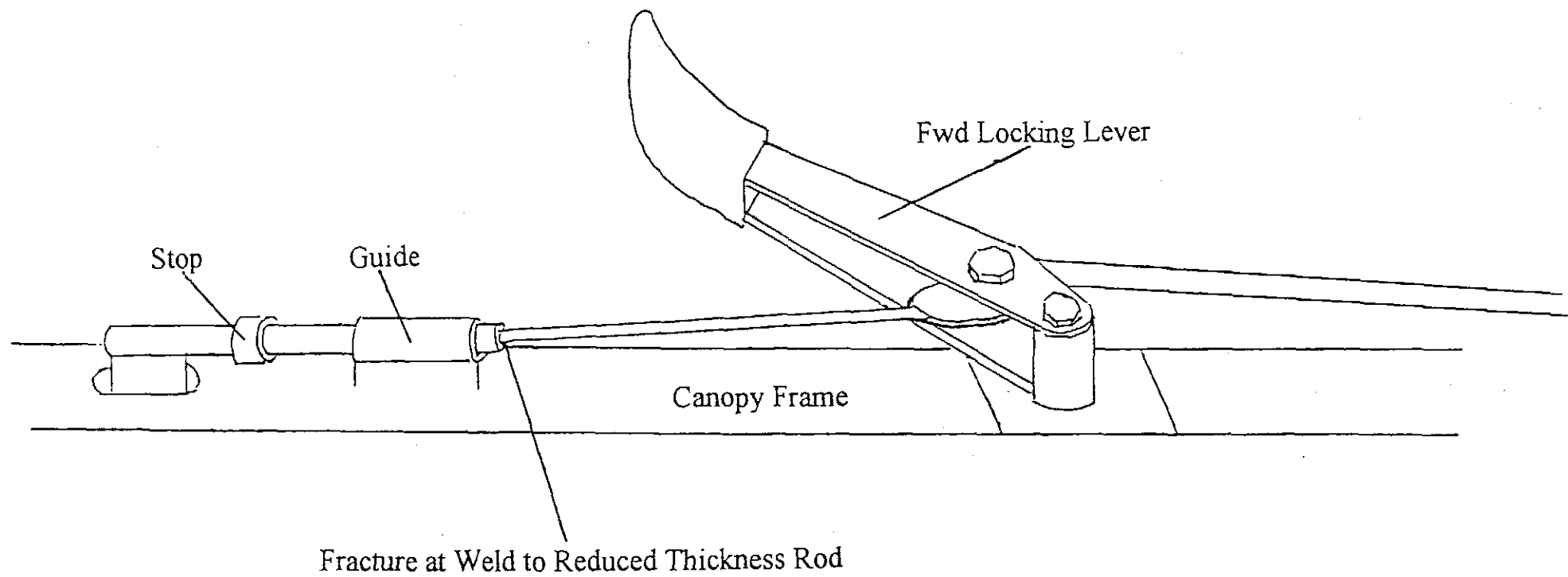
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3	2	EINSCHRAUBZAPFEN	3D082-8-6,3	o.2	FA. PARKER	
2	1	DICHTUNG	109B-6176.02	4		
1	1	KRAFTSTOFFFILTER	AG024771801	o.2	FA. ROISER	

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 109B-6176.02 / 109B-6176.02 / KRAFTSTOFFFILTER / 23.02.2000 / Schuster /

KRAFTSTOFFFILTER
 109B-6176

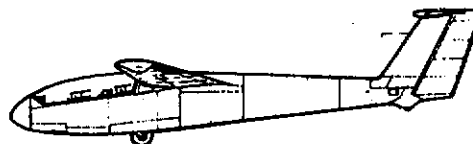
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05.05.2000		R. Vodermeier		2 / 2



DUO DISCUS CANOPY LOCKING MECHANISM

TVS 05/06/00
1.12



INFORMATION BULLETIN

IB No.: L23/038b

Concerning: L23 gliders

Reason: Resurces of inspection of 2, 3, 4 types are lengthened by 1 year with all L23 gliders.

The modified system of L23 gliders maintenance in the maintenance documentation shall be issued by a mandatory bulletin.

To be carried out at the latest by: According to an operator need.

To be carried out by: An operator

Costs covered by: An operator

Necessary material to be supplied by: -

Bulletin becomes effective: on a day of approval

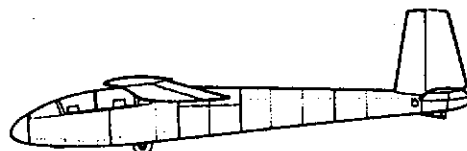
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Ing. Pešák Miroslav

Manufacturer

Engineering data contained in this Bulletin is CAI Approved.

Date: May 17, 2000



INFORMATION BULLETIN

IB No.: L13/092b

Concerning: L13, L13A gliders

Reason: Resurses of B, C, D inspections and TBO are lengthened by 1 year with all L13 and L13A gliders.

The modified systém of L13 and L13A gliders maintenance documentation shall be issued by a mandatory bulletin.

To be carried out at the latest by: According to an operator need.

To be carried out by: An operator

Costs covered by: An operator

Necessary material to be supplied by: -

Bulletin becomes effective: on a day of approval

Sheet: 1

.....Ing. Pešák Miroslav.....
Manufacturer

Engineering data contained in this Bulletin is CAI Approved.

Date: May 17, 2000

