

British Gliding Association – Technical Committee**Technical News Sheet 07/08/00**Part 1 Airworthiness issues (all categories)

- 1.1 **Centrair Alliance34 (and SF34b)**
BGA 007/08/2000 issue 1
BGA Mandatory inspection to lift flight restrictions. Details enclosed
- 1.2 **DG800B** TN873/19
Aircraft with Solo engine and spindle drive Stross ELT 10.
Powerplant control / extension-retraction switch unit modification.
- 1.3 **Diamond A/C H36 Dimona & HK36 S-Dimona**
SB No 66/1 issue 2 AC AD 99 (Mandatory)
Correction to CAA Airworthiness Directive (HK36 TTK should read HK36 TTC)
- 1.4 **PZL PW-5** TSP-1/079/2000
Notice to alert PW-5 operators of the 1000 hour inspection.
Details enclosed.
- 1.5 **PZL PW-5** SB BS-17-00-13
Installation of total pressure system and K-1 probe.
- 1.6 **LS8-18** TB 8008
Maintenance manual corrections.
- 1.7 **LS8-a** TB 8009
Flight manual corrections.
- 1.8 **Scheibe SF34, SF34b & Alliance34.**
BGA 001/05/2000 issue 1 and 2
BGA Mandatory inspection requiring inspections before flight and imposing flight restrictions. Details enclosed.
- 1.9 **Ka2, 2b, 6, K7, 8.** Reportable accident at Southdown G.C.
(US 7G1,7G3,7G4) BGA 003/08/2000 issue 1
BGA Mandatory inspection of Elevator drive engagement by 30th September 2000 and thereafter annually at C of A renewal.
(It also recommended carrying out this inspection after rigging)
Details enclosed.
- 1.10 **Ka-13** Various reports
BGA 004/08/2000 issue 1
BGA Mandatory inspection of Elevator drive arms for bending by 30th September 2000 and thereafter annually at C of A renewal.
Details enclosed.

- 1.11 **Janus** TN295-29
Flight manual amendment. Seat loading.
- 1.12 **Nimbus 4DM** TN868-3 LBA AD 1999-392 (Mandatory)
Correction to Technical Note number.
- 1.13 **Dart T51. 15/17M** T.I. No 109/T51
Mandatory Inspection of Aluminium spar booms.
- 1.14 **Vega T65** Reported by Roger Hurley, CP West Ltd.
BGA 006/08/2000 issue 1
Cracks in elevator drive tongue "U" channel. BGA Mandatory inspection required by 30th September 2000, after ground loop or heavy landing and annually at C of A renewal. Details enclosed.
(Slingsby TI 104/T65. TNS11/12/82 refers to modification in this area)
- 1.15 **SZD 50-3 Puchacz** BE-048/SZD-50-2/2000 PUCHACZ
SP-0059-2000-A (Mandatory)
Inspection of fuselage front bracket console.
Details enclosed.
- 1.16 **SZD 50-3 Puchacz** Reported by Northumbria G. C.
BGA 002/07/2000 issue 1
BGA Mandatory inspection of both control sticks for cracking at split mounting block. Details enclosed.
- 1.17 **SZD 50-3 Puchacz** Reported by Bidford G.C.
BGA 005/08/2000 issue 1
Canopy opened in flight. BGA Recommended inspection of forward locking lever and latch assembly for loose, worn or damaged parts. Details enclosed.

Part 2 Modifications

- 2.1 **LAK 12** BGA Mod 2000.02
Air brake lever friction device. Contact - Rex Flint 01652 628547.

Part 3 General Matters

- 3.1 **Nylon Peel Ply**
Peel ply has been "banned" for some years but it is still being used for repairs. This product must not be used for glider repairs.
- 3.2 **Safety Harness installation**
Please see enclosed diagram showing the correct procedure for securing safety harness buckles.
- 3.3 **BGA Airworthiness Charges**
Please see enclosed poster detailing new BGA charges effective 1st October 2000.

3.4 DG Newsletters

These and loads of useful info. can be downloaded from the DG Web Site www.dgflugzeugbau.de Click English version and it's not just for DG owners!

3.5 DG Aircraft – use of Unleaded Mogas

The CAA restriction on the use of unleaded Mogas in DG 400's and 800's has been lifted. For any clarification refer to McLean Aviation.

3.6 Electrical discharge in cloud (minor lightening strike)

The need for bonding is emphasised following minor injures and aircraft damage after an electrical discharge when cloud flying. The need to bond Oxygen systems is especially important.

3.7 Control cable inspections

We continue to receive reports of broken control cables. During annual and C of A inspections the need for end-to-end inspections of control cables should be assessed. Especially if the cables are not visible for inspection. (Please remember to use a piece of cloth to examine cables for broken strands).

3.8 Overhaul (TBO) and inspection life

You are reminded that all Motor Gliders and Tugs have overhaul lives for various components i.e. Engines, Propellers, Magnetos, Oil & Fuel hoses, etc. etc. Please refer to the maintenance schedule (LAMS/A/1999) and manufactures data.

3.9 Duplicate inspections

Duplicate inspections are required if you break down a control system or assemble a critical point. (TPM 3.7.3, 9.9.3)

Duplicate inspections must be carried out and both parts of the inspection certified by an approved person.

Contrary to popular belief there are not two levels of inspection, one to record and the other not required to record. All must be recorded.

And the practice of leaving an open entry for the owner to complete is also incorrect.

It is the responsibility of the certifying inspector to ensure the required inspections are carried out.

Jim Hammerton
Chief Technical Officer

www.dg-flugzeugbau.de



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British Gliding Association Aircraft Inspection

Mandatory

Number: 007/08/2000	Issue: 1
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Date: 21st August 2000

- Subject:** Structural Inspection to lift flight restrictions
- Applicability:** Centrair Alliance 34 and SF34b
- Accomplishment:** On receipt of instructions – one time inspection.
- Reason:** After consultation with manufactures a one time inspection is required by BGA Technical Committee accident investigators to establish build quality of the aft fuselage to lift flight restrictions.
- Instructions:** Inspection to be carried out at Roger Targett Sailplane Services at Nympsfield in conjunction with BGA accident investigators. Contact Roger on 01453 860861 who will be happy to quote for the inspection.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector. Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot instructor.



PZL-ŚWIDNIK S.A.

Al. Lotników Polskich 1
21-045 ŚWIDNIK, POLAND

Telex: 0642301wsk pl
Tel.: (+48 81) 468 09 01, 751 20 71
Fax: (+48 81) 468 09 19, 751 21 73



Mr Dick Stratton
Chief Technical Officer
British Gliding Association Ltd

Świdnik, 14.07.00
Ref. No.: TSP-1/079/2000

Kimberley House Vaghan Way
Leicester LE1 4SE
ENGLAND

We request you to remind PW-5 users that according to the glider Maintenance Manual (doc. PW-5/IOT/II/94, part 5.4, item 7.), after each 1000 flight hour inspection, a report should be drawn up by them and sent to PZL-Świdnik S.A.

It should contain remarks with reference to the parts and assemblies having been checked during the inspection as well as personal remarks concerning the PW-5 operation.

The report to be mailed to:

Marek Mikosz
Glider Programs Manager
PZL-Świdnik S.A.
Al. Lotników Polskich 1,
21-045 ŚWIDNIK, POLAND

Yours sincerely,

Marek Mikosz
Glider Programs Manager

Handwritten note:
Marek Mikosz
Glider Programs Manager



British Gliding Association Aircraft Inspection

Number: 001/05/2000	Issue: 1
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Date: 24th May 2000

Mandatory

- Subject:** Scheibe SF34 Structural inspection and flight limitations
- Applicability:** All Scheibe SF34, SF34b and Centrair Alliance 34 Gliders
- Accomplishment:** Before Further Flight (Notice of Immediate Action sent to owners)
- Reason:** Following an unexplained in flight failure of the aft fuselage GRP structure. The BGA requires the following inspections to be carried out and limitations applied.
- Instructions:**
- 1/ Carry out close visual examination of the external skin of the fuselage from the base of the leading edge of the fin extending 24 ins (60 cm) forward. Any signs of distress or disbonding are cause for failure of the inspection.
 - 2/ Listen in the inspection area (1) for grinding type noise suggesting internal disbonding while applying gentle up and down loads on the tail plane. Use stethoscope or similar listening device to aid inspection.
- Any defects found in 1/ or 2/ are cause for the aircraft to be grounded pending further investigation.
- 3/ Placard the aircraft with the following limitations:

NORMAL CATEGORY OPERATION ONLY
NO AEROBATIC MANOEUVRES, NO SPINNING
 - 4/ Make log book entry to show compliance with these inspections
 - 5/ Report all findings to BGA.
- The above restrictions will apply until further notice while the BGA investigation, assisted by the AAIB is completed.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector. Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot instructor.



British Gliding Association
Aircraft Inspection

Mandatory

Number: 001/05/2000	Issue: 2
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Date: 8th August 2000

Subject: Scheibe SF34 Structural inspection and flight limitations

Update - Issue 2 does not cancel issue 1

Applicability: All Scheibe SF34, SF34b and Centrair Alliance 34 Gliders

Accomplishment: Not applicable

Reason: Lifting of flight restrictions on SF34b and Alliance 34 Gliders after inspection.

Instructions: Please refer to BGA Mandatory inspection 007/08/2000 issue 1.

Note; The flight restrictions for the Scheibe built SF34 gliders are to remain in force pending a solution and recommendation from the LBA in conjunction with Scheibe Flugzeugbau.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

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British Gliding Association Aircraft Inspection

Mandatory

Number:
006/08/2000

Issue:
1

Date: 19th August 2000

Subject: Vega Elevator Drive

Applicability: Slingsby T65 Vega Gliders

Accomplishment: By 30th September 2000 and Annually at C of A inspections. Also following ground loop or heavy landing.

Reason: Cracks found in elevator drive tongue.

Instructions:

- 1/ Remove tailplane and elevators
- 2/ Remove elevators
- 3/ Carry out close visual inspection of the elevator tongue "U" section using a magnifying glass at least 10x. for cracks or disbonding. Pay particular attention in the area of the pivot bush
- 4/ Any damage found requires rectification before further flight.
- 5/ Refit tailplane assembly.
- 6/ Record compliance with this inspection in glider log book.
- 7/ Check embodiment of Slingsby Technical Instruction 104/T65 dated 14th February 1983.
- 8/ Report defects to BGA.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector. Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot instructor.

10/10/10

511
RZECZPOSPOLITA POLSKA
GŁÓWNY INSPEKTORAT LOTNICTWA CYWILNEGO

REPUBLIC OF POLAND
GENERAL INSPECTORATE
OF CIVIL AVIATION

REPUBLIQUE DE POLOGNE
INSPECTORAT GENERAL
DE L'AVIATION CIVILE

ul. Grójecka 17, 02-021 Warszawa, Tel. (4822) 624 46 96, Tlx 817688, Fax (4822) 629 86 89
Fax (4822)8225096

Warsaw, 05.06. 2000
day/month/year

GLC-T1-059/00/AD

Subject: Issuance of the Airworthiness Directive

NOTICE

To Whom It May Concern

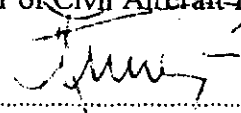
This NOTICE approves and makes Mandatory the Airworthiness Directive N°: SP-0059-2000-A,
Dated: June 5, 2000

This Airworthiness Directive concerns: All gliders of SZD-50-3 „PUCHACZ” type
(aircraft, engine, propeller, equipment)

Reason for the issuance of this Airworthiness Directive: First information on cracks detected in the
front bracket console, mounted on front
bulkhead fuselage.

Enclosures: 1. Airworthiness Directive N° SP-0059-2000-A
2. Mandatory Bulletin No. BE-048/SZD-50-3/2000 „PUCHACZ”

Chief Inspector of Civil Aircraft-Inspection Board


.....
Zygmunt MAZAN

RZECZPOSPOLITA POLSKA
GŁÓWNY INSPEKTORAT LOTNICTWA CYWILNEGO

REPUBLIC OF POLAND
GENERAL INSPECTORATE
OF CIVIL AVIATION

REPUBLIQUE DE POLOGNE
INSPECTORAT GENERAL
DE L'AVIATION CIVILE

ul. Grójecka 17, 02-021 Warszawa, Tel. (4822) 624 42 87, Fax (4822) 629 86 89; (4822) 8225096

Warszawa, dn.05/06/2000
Warsaw, day/month/year

DYREKTYWA ZDATNOŚCI - AIRWORTHINESS DIRECTIVE
Nr SP -0059 -2000 -A

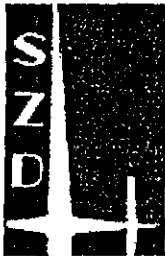
- 1.Przedmiot: Szybowce / gliders, model: SZD-50-3 „PUCHACZ”**
Product (wyrób / model, wyposażenie, numery - product name / model , appliances, numbers)
- 2.Numer Świadectwa Typu /Orzeczenia: GILC / GICA**
Type Certificate/Approval Number (Nazwa Nadzoru - Name of Authority)
- 3.Dotyczy: Wykonania przeglądów konsol przedniego zawieszenia kadłuba /**
Subject (opis usterki, rysunek części - description of the problem, identification of part)
Performance of inspections of fuselage front bracket console
- 4.Przyczyna wydania: Dyrektywę wydano ze względu na pierwsze informacje o wykryciu**
Reason for the issuance of this AD (dla wyrobów importowanych przywołać AD Nadzoru Lotniczego kraju producenta - for imported products „ as in AD ” point 6.)
pęknięć konsoli przedniego zawieszenia kadłuba mocowanego do wręgi przedniej / AD issued due to first information on cracks detected in the front bracket console, mounted on front bulkhead fuselage.
- 5.Działania korygujące: jak w Biuletynie Obowiązkowym / as in Mandatory Bulletin No.**
Corrective action (dla wyrobów importowanych wpisać „ jak w AD” pkt 6.- for imported products, „ as in AD” point 6.)
BE-048/SZD-50-3/2000 „PUCHACZ”
- 6. Nazwa Władz Lotniczych wydających AD: -----**
Name of Aviation Authority that issued AD (dot zagranicznych AD, podać Nr i datę wydania - for foreign „AD” give Number and date of issue).
- 7. Dokumentacja związana: Biuletyn Obowiązkowy / Mandatory Bulletin No.**
Ref. publications (Biuletyn Obowiązkowy - Mandatory Bulletin)
BE-48/SZD-50-3/2000 „PUCHACZ”

Niniejsza Dyrektywa Obowiązuje z dniem : 15/ 06/2000
Effectivity date of this AD: (day/month/year)

Zygmunt MAZAN

Główny Inspektor IKCSP

Chief Inspector of Civil Aircraft Inspection Board



PRZEDSIĘBIORSTWO DOŚWIADCZALNO-PRODUKCYJNE SZYBOWNICTWA

PZL-BIELSKO in bankructcy

ul. Cieszyńska 325,
tel. +48 (033) 8125021

43-300 BIELSKO-BIAŁA,
fax. +48 (033) 8123739

POLSKA

Orzeczenie GILC IKCSP Nr 023

ACCEPTED BY
Syndic of „PZL-Bielsko”

on: May 30, 2000

[—]
Andrzej Sikora, M.Sc.

APPROVED BY
Chief Inspector of CAIB

on: June 6, 2000

[—]
Zygmunt Mazan, M.Sc. Eng.

MANDATORY BULLETIN No BE-048/SZD-50-3/2000 „PUCHACZ”

DESIGNATION-TYPE/MODEL: SZD-50-3 „PUCHACZ”

SERIA / NUMBER: All gliders of SZD-50-3 „PUCHACZ” type

CONCERNS: Inspection of fuselage front bracket console

COMPLIANCE TIME: On receiving this Bulletin.

ELABORATED BY:
Responsible for type design

Bogumił Bereś, M.Sc. Eng.

[—], 29.05.2000.
(signature, date)

AGREED WITH:
CAIB Division No X

Senior Eng. of CAIB
Jerzy Mędrzak, MSc. Eng.

[—], 29.05.2000
(signature, date)

Bielsko-Biała

Translated by


Tadeusz Żboś

1. GROUNDS FOR ISSUANCE OF THIS BULLETIN

Bulletin issued due to first information on cracks detected in the front bracket console, mounted on front bulkhead fuselage.

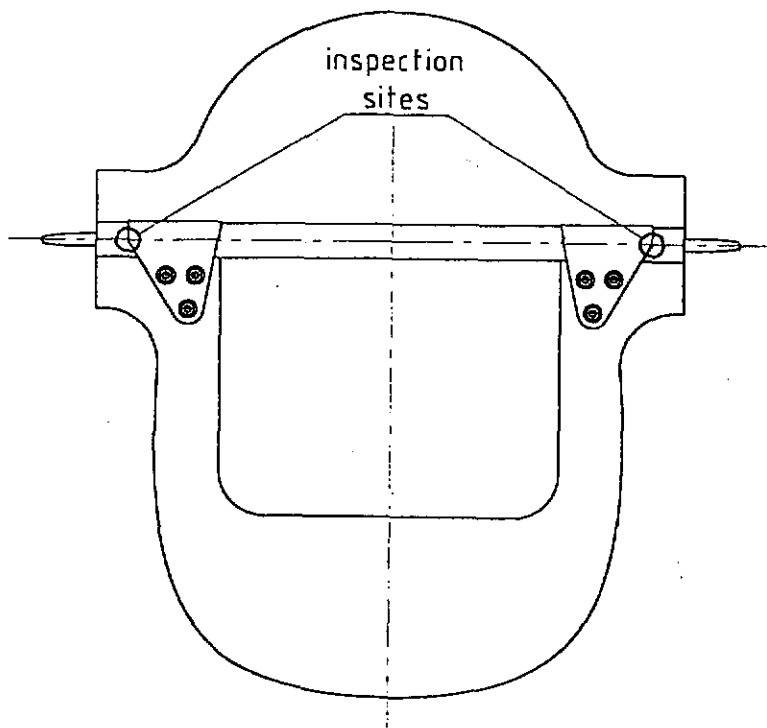
2. LIST OF FACTORY NOS COVERED WITH THIS BULLETIN

All gliders of SZD-50-3 „PUCHACZ” type.

3. INSPECTION PROCEDURE

Inspection to be held at sites indicated in the following sketch, both on front and back side of fuselage front bulkhead.

Front
bulkhead view



1. Preparatory action at sites specified in a sketch.
 - Wash-out paint from the surface, and de-grease the latter with acetone
 - Remove impurity from console surface with wire brush.
 - Pre-check the specified sites with aid of magnifying glass of 5x magnification, at least.
2. In case of doubts, employ the non-destructive magnetic-flourescent, penetrant-flourescent or penetrant-colour method accepted by Airworthiness Authority.

4. FINAL CONCLUSIONS

In case of finding on a console cracks above 3 mm, this plane should be withdrawn from operation, and producer is to be supplied by fax (No +48 33 812 37 39) with the following information:

- glider Factory No,
- year of production
- total flying time
- total amount of hour flown in aerobatics
- location and size of detected crack,

After collecting the necessary information, a Bulletin will be issued - one specifying the repair procedure.

5. ENCLOSURES

There are no enclosures to this Bulletin.

- THE END -



British Gliding Association Aircraft Inspection

Mandatory

Number: 002/07/2000	Issue: 1
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Date: 28th June 2000

Subject: Puchacz Control Stick inspection

Applicability: SZD 50-3 Puchacz Gliders

Accomplishment: On receipt of instructions (Letter sent to owners)

Reason: Reported control stick failure

Instructions:

- A/ Remove both control sticks from retaining blocks
- B/ Carry out close visual inspection paying particular attention to the upper mounting bolt hole area. (Remove any paint to aid inspection).
- C/ Replace any bent, cracked or suspect parts before further flight.
- D/ Re-assemble and carry out duplicate inspection.
- E/ Record inspection in aircraft log book.
- F/ Report findings to BGA.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector. Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot instructor.

British Gliding Association Aircraft Inspection

Recommended

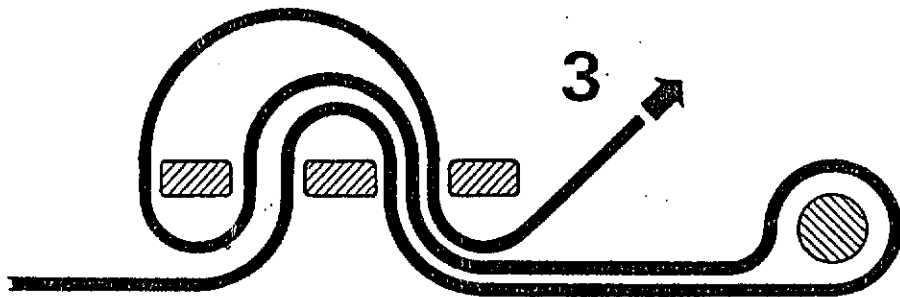
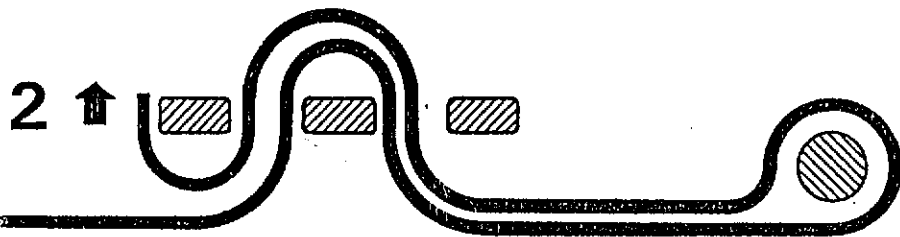
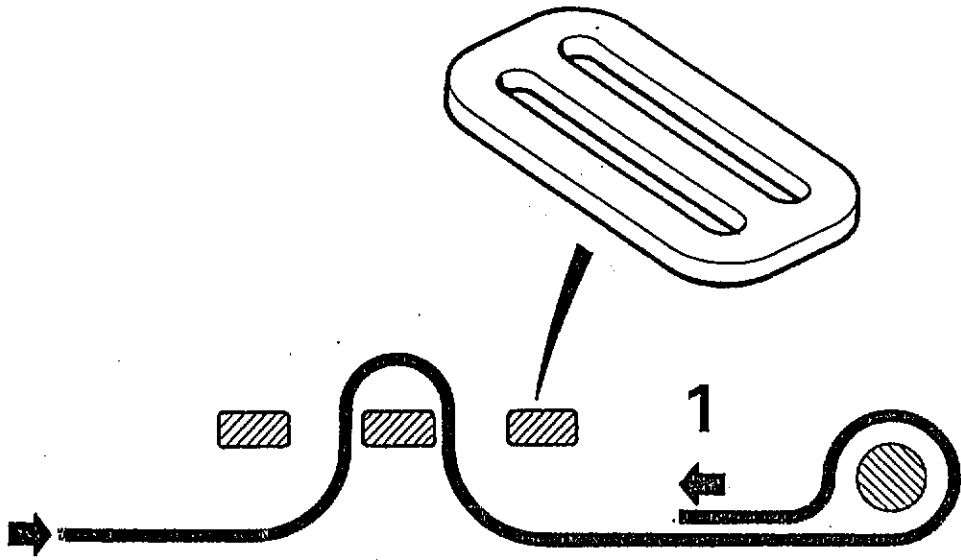
Number: 005/08/2000	Issue: 1
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Date: 19th August 2000

- Subject:** Puchacz canopy latching
- Applicability:** SZD 50-3 Puchacz Gliders
- Accomplishment:** On receipt of instructions and at Annual C of A inspections
- Reason:** Canopy opened in flight due to suspected worn locking lever and latches.
- Instructions:**
 - 1/ Inspect canopy latch operating levers and latches for worn or damaged parts.
 - 2/ Function check canopy latching operations from forward and aft cockpit positions.
 - 3/ With canopy closed and latched check for no upward movement at leading edge of canopy.
 - 4/ Replace any excessively worn parts before further flight.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.
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The British Gliding Association Ltd.
Registered No. 422605 England
Registered Office as address

Secretary: Barry Rolfe

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E-mail bga@gliding.co.uk

British Gliding Association

BGA Airworthiness Charges

Effective 1st October 2000

Glider C of A Issue or Renewal	£ 50.00
BGA Inspector Issue or Renewal	£ 21.00
Motor Glider and Tugs (G- reg.)	
3 year C of A by max weight:	
up to 500 kg	£ 180.00
501 to 1000 kg	£ 360.00
1001 to 1500 kg	£ 540.00

Please note other BGA charges have increased. Please contact the office if details are required.

Patron	The Duke of Edinburgh KG
Vice Presidents	Christopher R Simpson MA LLM
	Roger Q Barrett
	Tom Zealley BA PhD
	Ben Watson MA FCA
	Bill Walker OBE
	Air Vice Marshal Don Spottiswood CB
	Dick Dixon FCCII
	Peter Hearne FREng MSc FRAeS

www.pandora.com



British Gliding Association Aircraft Inspection

Mandatory

Number: 003/08/2000	Issue: 1
------------------------	-------------

Date: 19th August 2000

- Subject:** Ka8 Suspect Elevator drive disconnection
- Applicability:** Schleicher Ka2, 2b, 6, K7 & K8 (US 7G1, 7G3, 7G4)
- Accomplishment:** By 30th September 2000 and Annually at C of A inspections.
- Reason:** Incorrect positioning of elevator linkage pivot points or damage during rigging causing misalignment of elevator control arm ball bearing in drive rod and possible disconnection in extreme conditions.
- Instructions:** It may be necessary to remove one half of the elevator to accomplish the inspection.
- 1/ Referring to the Schleicher drawing "Automatic elevator connection" inspect the engagement of the elevator control ball bearing in the control rod. The ball bearing must be positioned at or below the centre line of the control rod.
 - 2/ Check dimensions $a1 = a2$ and $b1 = b2$ within the limits indicated.
 - 3/ Check the elevator control rod is straight. Pay particular attention to the area just forward of the elevator control arm ball bearing location "U" assembly.
 - 4/ Any defects found outside the limits indicated on the drawing will require rectification before further flight.
 - 5/ If necessary slightly enlarge the Rudder cable exit slots to enable an inspection of the elevator drive mechanism to be made after rigging the elevators.
 - 6/ Carry out duplicate inspections of reassembled controls.
 - 7/ Make Log Book entry to show compliance with this inspection

Optional inspection: After each rigging of the elevators, carry out inspection 1/ through the Rudder cable exit slots.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

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Type Schleicher
Ka 2 and Ka 2B, Ka 6,
K 7 and K 8.

Automatic elevator
connection.

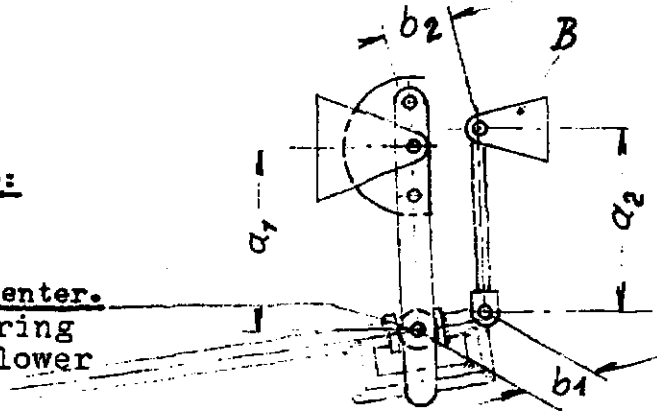
Flugzeugbau A. Schleicher
Poppenhausen / Rhön

Possible sources of mistakes in the automatically elevator connection
of the types Schleicher Ka 2 and Ka 2B, Ka 6, K 7 and K 8. (US 7G1, 7G3, 7G4)

This point should be given special attent at the inspections.

1. Correct make:

Must be in center.
or ballbearing
some what lower

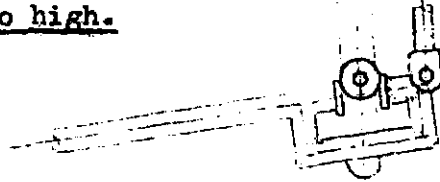


$$a_1 = a_2$$

$$b_1 = b_2$$

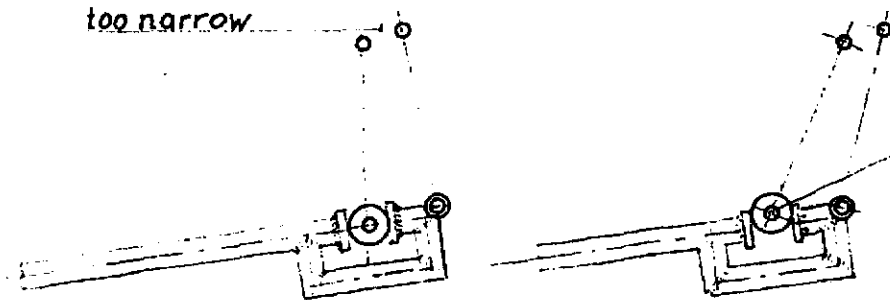
b2 may be wider until
4 mm, in no case
smaller. Check it with
a pair of compasses.
Therefore disassemble
one half of elevator.

2. Ball bearing too high.



A new bearing support
"B" is to be made with
adjusted measures if
the above dimensions
are not correct.

3. Parallelogram gearing not correct:



goes out at deflection
"push".

The inverse case can be, but is not so serious.

4. The stop of the elevator control must be at the seat. When the control
is stopped at the rear, the push rod may be cracked by the very high
hand power.



- 1.14. GROB G103 TWIN ASTIR/ACCRO Cable Release failed at the swage where it is attached to the Release Hook operating arm. (Reported by H.Q. Air Cadets).
- 1.15. OLYMPIA 2B LOWER RUDDER HINGE Displaced. (Sketch from Paul Rice herewith).
- 1.16. ROTAX 912/914 SERIES. A/D 101 applies to propeller gearboxes. (herewith).
- 1.17. SCHEIBE SF25 SERIES. A/D 1984-1988/2 (herewith) applies to bearings in the control stick.
- 1.18. SCHLEICHER SPARE PARTS MAY BE "BOGUS" (Letter from RD Aviation herewith). Check your source of supply!

2.0. PART TWO - GENERAL MATTERS

- 2.1. PIPER PA25 - PAWNEE A/D 95-12-01 (Wing attachment NDT) FAA Airworthiness Information Bulletin herewith, refers. Mark Recht, Deeside G.C., is investigating the CAA approval of STC SAO 1073AT, and may be able to make such approval to other operators. (01244 858010).

- 2.2. CAA Airworthiness Notices are now at Issue 126. Check your copy.

- ~~2.2~~ 2.3. CAA Scale of Charges Revised as at 1/04/00. 3 year CofA Renewal charges increase from £56 per 500 Kg per year to £60. (Typically £360 for 3 years CofA). Payable to BGA.

- 2.4. BGA CHIEF TECHNICAL OFFICER. Jim Hammerton is assuming these responsibilities and can be contacted on 01403 784156 (Home), 0410 871039 (Mobile). Email: cto@gliding.co.uk

RBS will retire at the end of April 2000.

Dick Stratton
Chief Technical Officer

BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET 3/4/00

PART 1 AIRWORTHINESS "AGGRO" Please refer to the 2000 Green pages.

- 1.1. VW Powerplants Damage to the key-way and to the key, and to the shaft itself, may arise from propeller strikes. Inspect for correct installation of the hub on the taper and of the key. For Stamo Engines, the torque loading of the "propeller hub fixing bolt" (front of the crankshaft) is 20.0 MKG. (Reported by Borders G.C.).
- 1.2. KA13 Rudder Pedal - Failures. See sketch from Clevelands G.C.
- 1.3. BLANIK. Mandatory Bulletin L13/085a, is herewith amended by LET to eliminate the hardness test if the conductivity test has been successful.
- 1.4. VENTUS B - Ferrite electrical suppresser on GPS lead below the seat, became displaced interfering with aileron push-rod and undercarriage actuation. (Reported by Bristol & Glos G.C.).
- 1.5. KA13 - Unsecured ballast weight due to bolt failure, interfered with elevator and rudder controls during winch launch. (Reported by Stratford G.C.).
- ~~1.6.~~ JUNIOR AIRBRAKE LEVER FAILURE. Sketch from S.G.U. identifies the problem area.
- 1.7. LS3/LS4/LS6/LS7/LS8 SAILPLANES. LBA A/D EB 4/1 - B.16 requires action to prevent jamming of airbrakes.
- 1.8. LS8-a & LS8-18 WATER BALLAST TANK DRAIN TUBES. LBA A/D 2000 - 86 (herewith) refers. (Mailed to owners).
- 1.9. NIMBUS 3D & 3DT. Extention of Service Life to 12,000 hours, subject to inspection. LBA A/D's 2000-095 & 2000-075 refer and Tech Notes 373-8 and 847-8 (from UK Agent).
- 1.10. VENTUS CT, DISCUS bT - Cracks in Engine Mount Structure. LBA A/D 2000/074 (herewith) refers.
- 1.11. CENTRAIR 101 (PEGASE) A/D 1995-261(A) R3 (herewith) requires replacement of speed brake lever, if not already replaced. (SB 101-16 Rev 4 refers).
- 1.12. CENTRAIR 201 (MARIANNE) A/D 1999-055 (A) R1. (herewith) requires modification to rear canopy jettison.
- 1.13. SZD-45A "OGAR" latest issue of Foreign Airworthiness Directives herewith.