

British Gliding Association – Technical Committee**Technical News Sheet 11/12/01****Part 1** Airworthiness issues (all categories)

- 1.1 **Centrair ASW20F & FL** SB20-23 (Recommended)
Modification to rudder pedals
Details enclosed (in French. English version requested)
- 1.2 **Centrair 101** SB101-24 (Recommended)
Modification to rudder pedals
Details enclosed (in French. English version requested)
- 1.3 **Centrair 201** SB201-21 (Recommended)
Modification to rudder pedals
Details enclosed (in French. English version requested)
- 1.4 **Grob G102 Astir** MSB306/2 LBA AD 2001-317/2 (Mandatory)
Lifting of grounding restrictions. Temporary restriction of Vne.
Details enclosed
- 1.5 **LET L13 Blanik** IB L13/094b (Advisory)
Change of owner of type certificate
Details enclosed
- 1.6 **LET L23 Super Blanik** IB L23/040b (Advisory)
Change of owner of type certificate
Details enclosed
- 1.7 **LET Aircraft** (Information)
Order form for service bulletins
- 1.8 **Schempp-Hirth Discus 2b** TN 360-17 LBA AD 2001-259 (Mandatory)
Flap drive modification
AD Details enclosed
- 1.9 **Schempp-Hirth Duo Discus** TN 396-6 (Recommended)
Canopy locking mechanism modification
- 1.10 **Schempp-Hirth Nimbus-4DM & 4DT** TN 868-4 (Recommended)
Canopy Locking mechanism modification (New Issue)
- 1.11 **Schempp-Hirth Ventus a with variants** TN 394-9 LBA AD 2001-258 (Mandatory)
Flap drive modification (New Issue)
AD Details enclosed

- 1.12 **Schempp-Hirth Ventus bT** TN 825-28 (Recommended)
Retro fit of nose tow release mechanism
- 1.13 **Schempp-Hirth Ventus bT** TN 825-29 LBA AD 2001-258 (Mandatory)
Flap drive modification
AD Details enclosed
- 1.14 **Schempp-Hirth Ventus 2c** TN 349-25 LBA AD 2001-259 (Mandatory)
Landing gear modification
AD Details enclosed
- 1.15 **Schempp-Hirth Ventus 2cT & 2cM** TN 825-27 LBA AD 2001-259 (Mandatory)
Landing gear modification
AD Details enclosed
- 1.16 **Schempp-Hirth** (Information)
Technical Notes available from web site [www.schempp_hirth.com] or the
LBA web site [www.lba.de]
- 1.17 **Rotax 912 series** SI-912-009 (Optional)
New rocker arm bushing
- 1.18 **Rotax 912 series** SB-912-031 AC AD 109 (Mandatory)
Inspection / replacement of fuel pump assembly
AD Details enclosed
- 1.19 **Rotax 912 UL series** SB-912-031UL AC AD 109 (Mandatory)
Inspection / replacement of fuel pump assembly
AD Details enclosed
- 1.20 **Rotax 912 A series** SB-912-032 (Mandatory)
Replacement of oil pump or shaft assembly.
- 1.21 **Rotax 912 UL** SB-912-032UL (Mandatory)
Replacement of oil pump or shaft assembly.
- 1.22 **Rotax 914 series** SI-914-010 (Optional)
New rocker arm bushing
- 1.23 **Rotax Service instruction index** Edition 6, 10/2001 (Information)
Details enclosed
- 1.24 **Rotax Service Bulletin index** Edition 11, 11/2001 (Information)
Details enclosed

1.25 Top Propeller all models

SB 32.110/25/1 LBA AD 2001-345 (Mandatory)

Propeller blade thickness inspection due to inner core swelling.
Details enclosed

Part 2 Modifications

Not available at time of publication

Part 3 General Matters**3.1 BGA Charges**

An error was made in the charges published in the last TNS. (Motor Glider)
The correct charges will apply from 1st January 2002.

3.2 Motor Glider Engine hour recording

It now permissible, if desired, to record the Engine hours separately from Airframe hours for the purpose of maintenance and overhaul time recording. There must be system to record the engine hours directly in the form of a 'Hobbs' type meter or an hour meter built into the tachometer. Any other method of recording will have to be agreed by the CAA.

It is recommended that if the airframe is due a check and the engine is due within a few hours that both are carried out together. The check cycle for the airframe and engine must be realigned at each annual or C of A inspection. If any clarification is required please contact the CTO.

3.3 LAMS Maintenance schedule

You should have received Amendment 1, July 2001.
Please ensure that this is incorporated into your schedule.

Compliance Statement:

All mandatory inspections and modifications have been included up to the following;

Airworthiness Notices, Contents issue 129

Mandatory Aircraft Modifications & Inspections Summary, issue 254

FAA Summary of Airworthiness Directives. Bi-weekly listing 2001-24

Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, issue 328

Foreign Airworthiness Directives Vol. III, issue 338

CAA Mandatory Permit Directives, issue 01/2

Jim Hammerton
Chief Technical Officer





BULLETIN DE SERVICE

N° 201-21

Société Nouvelle Centrair

PLANEURS CENTRAIR 201
Tous types

Page 1/1

OBJET : CONTROLE ET REMPLACEMENT PEDALE DE PALONNIER AVANT

VALIDITE : Planeurs SN CENTRAIR 201 tout type du N° de série 201x002 au N° 201x073 inclus et n'ayant pas eu de remplacement des 2 pédales de palonniers par des modèles renforcés.

BUT : Vérifier l'absence de criques sur les pédales et remplacement des pédales initiales par des pédales renforcées pour éviter l'évolution éventuelle d'une amorce de crique si celle-ci n'est pas vue en cours de visite annuelle

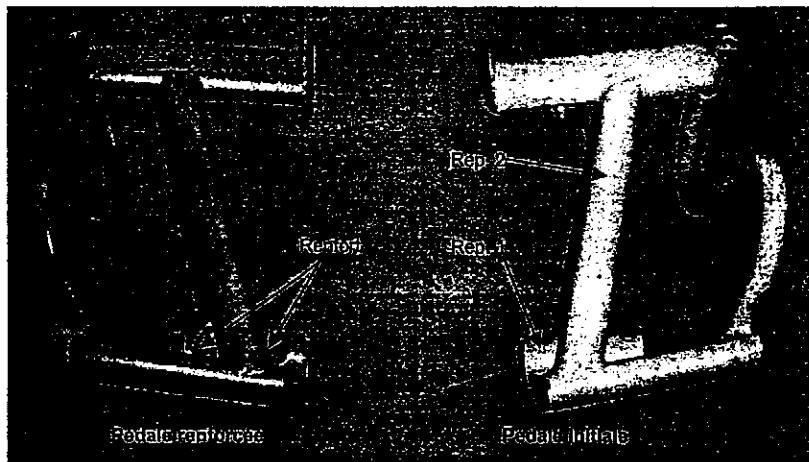
APPLICATION : Vérification sous 1 mois après la date d'émission de ce bulletin de service, remplacement sous un an et au plus tard à la prochaine visite annuelle.

DESCRIPTION :

En cas de surcharge, un risque d'apparition de crique peut survenir au niveau de la soudure entre le tube d'articulation et le tube vertical des pédales de palonnier (constaté sur un planeur accidenté ayant des pédales de même type que le planeur SN CENTRAIR 201).

Pour éviter les conséquences que pourrait avoir une crique non détectée en visite annuelle, il est demandé de:

1. Contrôler sous un mois l'état de la soudure entre le tube d'articulation (repère 1) et le tube vertical (repère 2) sur les 2 pédales de palonnier avant afin d'y déceler un éventuel début de crique. Ce contrôle doit être fait par ressuage (pénétrant Ardrox 996P2 et révélateur 9D1 par exemple) après décapage local de la peinture. En cas de découverte d'amorce de crique, le remplacement de la pédale est impératif avant tout nouveau vol.
2. Remplacer sous un an maxi et au plus tard lors de la prochaine visite annuelle les pédales non renforcées par des pédales réf. \$Y185A (pédale gauche) et \$Y196A (pédale droite).



Une notice explicative est disponible à SN CENTRAIR pour le démontage et remontage des pédales, et installation et réglage des câbles de direction (document 201BE1660)

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

Approbation



Classification

- Impératif
- Recommandé
- Pour information



BULLETIN DE SERVICE

N° 101-24

Société Nouvelle Centrair

PLANEURS CENTRAIR 101
Tous types

Page 1/1

OBJET : CONTROLE ET REMPLACEMENT PEDALE DE PALONNIER

VALIDITE : Planeurs Pégase tous types N° de série 101xx001 à 101xx285 inclus et 101D0501 à 101D0530 inclus et n'ayant pas eu de remplacement des 2 pédales de palonniers par des modèles renforcés.

BUT : Vérifier l'absence de criques sur les pédales et remplacement des pédales initiales par des pédales renforcées pour éviter l'évolution éventuelle d'une amorce de crique si celle-ci n'est pas vue en cours de visite annuelle

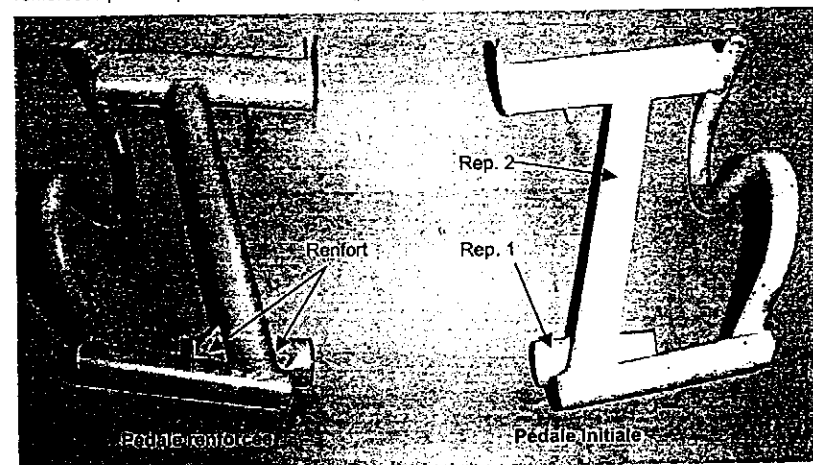
APPLICATION : Vérification sous 1 mois après la date d'émission de ce bulletin de service, remplacement sous un an et au plus tard à la prochaine visite annuelle.

DESCRIPTION :

En cas de surcharge, un risque d'apparition de crique peut survenir au niveau de la soudure entre le tube d'articulation et le tube vertical des pédales de palonnier (constaté sur un planeur accidenté ayant des pédales de même type que le planeur CENTRAIR 101 "Pégase").

Pour éviter les conséquences que pourrait avoir une crique non détectée en visite annuelle, il est demandé de:

1. Contrôler sous un mois l'état de la soudure entre le tube d'articulation (repère 1) et le tube vertical (repère 2) sur les 2 pédales de palonnier afin d'y déceler un éventuel début de crique. Ce contrôle doit être fait par ressuage (pénétrant Ardrox 996P2 et révélateur 9D1 par exemple) après décapage local de la peinture. En cas de découverte d'amorce de crique, le remplacement de la pédale est impératif avant tout nouveau vol.
2. Remplacer sous un an maxi et au plus tard lors de la prochaine visite annuelle les pédales non renforcées par des pédales réf. \$Y185A (pédale gauche) et \$Y196A (pédale droite).



Une notice explicative est disponible à SN CENTRAIR pour le démontage et remontage des pédales, et installation et réglage des câbles de direction (document 101BE1650)

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

Approbation



Classification

- Impératif
- Recommandé
- Pour information

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CENT63-1b

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CENT63-1b

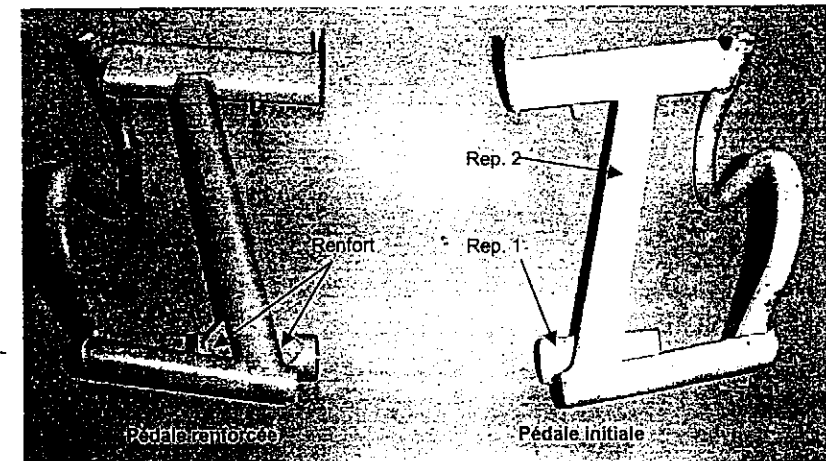


- OBJET :** CONTROLE ET REMPLACEMENT PEDALE DE PALONNIER
- VALIDITE :** Planeurs ASW20F et ASW20FL tous N° de série n'ayant pas eu de remplacement des 2 pédales de palonniers par des modèles renforcés.
- BUT :** Vérifier l'absence de criques sur les pédales et remplacement des pédales initiales par des pédales renforcées pour éviter l'évolution éventuelle d'une amorce de crique si celle-ci n'est pas vue en cours de visite annuelle
- APPLICATION :** Vérification sous 1 mois après la date d'émission de ce bulletin de service, remplacement sous un an et au plus tard à la prochaine visite annuelle.
- DESCRIPTION :**

En cas de surcharge, un risque d'apparition de crique peut survenir au niveau de la soudure entre le tube d'articulation et le tube vertical des pédales de palonnier (constaté sur un planeur accidenté ayant des pédales de même type que le planeur CENTRAIR ASW20F ou FL).

Pour éviter les conséquences que pourrait avoir une crique non détectée en visite annuelle, il est demandé de:

1. Contrôler sous un mois l'état de la soudure entre le tube d'articulation (repère 1) et le tube vertical (repère 2) sur les 2 pédales de palonnier afin d'y déceler un éventuel début de crique. Ce contrôle doit être fait par ressuage (pénétrant Ardrox 996P2 et révélateur 9D1 par exemple) après décapage local de la peinture. En cas de découverte d'amorce de crique, le remplacement de la pédale est impératif avant tout nouveau vol.
2. Remplacer sous un an maxi et au plus tard lors de la prochaine visite annuelle les pédales non renforcées par des pédales réf. \$Y185A (pédale gauche) et \$Y196A (pédale droite).



Une notice explicative est disponible à SN CENTRAIR pour le démontage et remontage des pédales, et installation et réglage des câbles de direction (document 101BE1650)

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CENT63-1b

Société Nouvelle CENTRAIR

Aérodrome - 36300 LE BLANC

FRANCE

Tél : 02.54.37.07.96 - Fax : 02.54.37.48.64

Approbation

Classification

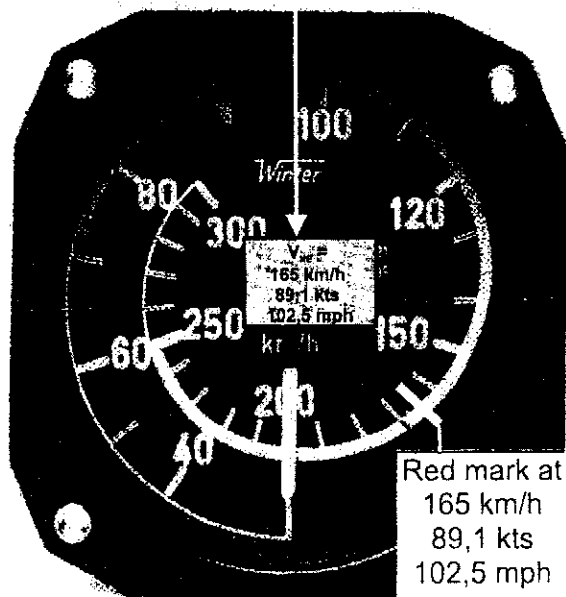
- Impératif
- Recommandé
- Pour information



1.8 Accomplishment/ Instructions

- 1.8.1 Apply a red mark on the airspeed indicator at 165 km/h (89,1 kts, / 102,5 mph)
- 1.8.2 Apply the following red placard (according to airspeed indicator calibration) to the airspeed indicator:

$V_{NE} =$ 165 km/h	$V_{NE} =$ 89,1 kts	$V_{NE} =$ 102,5 mph
------------------------	------------------------	-------------------------



Red mark at
165 km/h
89,1 kts
102,5 mph

1.9 Repetitive Actions

None

1.10 Mass (Weight) and CG:

N/A

SERVICE BULLETIN NO. MSB306-36/2

I. TECHNICAL DETAILS

1.1 Category:

MANDATORY

1.2 Airplanes affected:

G 102 CLUB ASTIR III	S/N 5501 - 5652 (with suffix "C")
G 102 CLUB ASTIR IIIb	S/N 5501 - 5652 (with suffix "Cb")
G 102 STANDARD ASTIR III	S/N 5502 - 5652 (with suffix "S")

1.3 Time of Compliance:

Prior to next flight

1.4 Subject:

ATA-Code: ---

Reduction of V_{NE}

1.5 Reason:

With ASB 306-36 the operation of the above listed gliders was prohibited. To make the operation with reduced maximum speed V_{NE} possible, the temporary operation of the gliders until the final modification (= installation of additional mass balance), is permitted, after the instructions IAW para 1.8 are complied with and followed.
NOTE: The ASB 306-36 is cancelled after completion of this MSB.

1.6 Concurrent documents:

None

1.7 Approval Note:

The technical information contained in this document has been approved under the authority of JAA Design Organization Approval No. LBA.NJA.008.



**Airworthiness
Directive
2001-317/2**

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



GROB Luft- und Raumfahrt
Lettenbachstrasse 9
D-86874 Tussenhausen-Mattsies

MSB306-36/2
Page 3 of 3
22-Nov-2001

Grob

Effective Date: November 30, 2001

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	GROB, Tussenhausen-Mattsies, Germany
Type:	ASTIR CS
Models affected:	G 102 Standard Astir III G 102 Club Astir III G 102 Club Astir IIIb
Serial numbers affected:	all
German Type Certificate No.:	306

Subject:

Flutter appearances of the elevator in the upper flight speed range - Reduction of V_{NE}

Reason:

During flight operation of a sailplane model GROB G 102 Club Astir IIIb flutter appearances of the elevator in the upper flight speed range occurred because of presently unknown causes. Since the same design is used at the G 102 Standard Astir III and the G 102 Club Astir III these models are also affected by this problem. To make the operation with reduced maximum speed V_{NE} possible, the temporary operation of the gliders until the final modification is permitted.

Action:

Apply a red mark on the airspeed indicator to reduce the maximum V_{NE} to 165 km/h (89,1kts / 102.5 mph). The actions must be done in accordance with the Technical Notes of the manufacturer.

Compliance:

The action must perform before the next flight.

Technical publication of the manufacturer:

Grob Service Bulletin No. MSB306-36/2 dated November 22, 2001 which becomes herewith part of this AD can be obtained from Messrs.:

GROB Luft- und Raumfahrt
Lettenbachstr. 9
D- 86874 Tussenhausen-Mattsies
Federal Republic of Germany
Phone: ++ 49 8268 998139
Fax: ++49 8268 998200
www.grob-aerospace.de

Note:

This AD supersedes the AD-No. 2001-317 dated October 11, 2001.

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

Action to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

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.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 5312355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

LTA's / AD's and Technical Notes are published on the Internet at <http://www.lba.de>

II. PLANNING INFORMATION

2.1 Material & Availability:

N/A

2.2 Special Tools:

N/A

2.3 Labour costs:

N/A

2.4 Reference documents:

N/A

2.6 Credit:

N/A

III. REMARKS

- 3.1 The correct execution of the instructions may be performed by a competent person and has to be certified in the logbook by an authorised inspector.
- 3.2 If you have sold your aircraft in the meantime, would you kindly pass this information on to the new owner and forward his address and aircraft S/N to us.
- 3.3 For questions and assistance please contact:
Rudi Vodermeier, Head of Product Support,
phone: +49 8268 998139
fax: +49 8268 998200
e-mail: productsupport@grob-aerospace.de

G 102 Standard Astir III



INFORMATION BULLETIN

IB No.: L13/094b

Concerning: L13, L13A, L13AC gliders

Reason: We announce that company LETECKÉ ZÁVODY a.s. having its residence in Otrokovice, Letiště 1578, ZIP 765 81, ID No.: 26257211, registered in the Companies Register, kept by the Regional Court in Brno, section B, insertion 3630, has become a new owner of Type certificates and particular authorizations for the types of aircraft produced recently in company LET, a.s. The transition has occurred on the basis of the contract of purchase of things, rights and other assets from bankruptcy assets of LET, a.s. company concluded on August 15, 2001 between MORAVAN-AEROPLANES a.s. and the trustee of LET, a.s. JUDr. Zlatava Davidová, CSc. and subsequently on the basis of the establishment of the company LETECKÉ ZÁVODY a.s. The company LETECKÉ ZÁVODY a.s. will henceforth continue the service activity and support of operators of the aircraft sold till now and further sale of the new aircraft.

Address of mutual commercial contact:

LETECKÉ ZÁVODY a.s.
Na záhonech 1177
686 04 Kunovice
The Czech Republic

Sheet: 1

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

Engineering data contained in this Bulletin is CAA Approved.

Date: October 18, 2001



INFORMATION BULLETIN

IB No.: L23/040b

Concerning: L23 gliders

Reason: We announce that company LETECKÉ ZÁVODY a.s. having its residence in Otrokovice, Letiště 1578, ZIP 765 81, ID No.: 26257211, registered in the Companies Register, kept by the Regional Court in Brno, section B, insertion 3630, has become a new owner of Type certificates and particular authorizations for the types of aircraft produced recently in company LET, a.s. The transition has occurred on the basis of the contract of purchase of things, rights and other assets from bankruptcy assets of LET, a.s. company concluded on August 15, 2001 between MORAVAN-AEROPLANES a.s. and the trustee of LET, a.s. JUDr. Zlatava Davidová, CSc. and subsequently on the basis of the establishment of the company LETECKÉ ZÁVODY a.s. The company LETECKÉ ZÁVODY a.s. will henceforth continue the service activity and support of operators of the aircraft sold till now and further sale of the new aircraft.

Address of mutual commercial contact:

LETECKÉ ZÁVODY a.s.
Na záhonech 1177
686 04 Kunovice
The Czech Republic

Sheet: 1

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

Engineering data contained in this Bulletin is CAA Approved.

Date: October 18, 2001



LETECKÉ ZÁVODY

LETECKÉ ZÁVODY, a.s.
686 04 Kunovice
Czech Republic

Telephone: +420 632 554496
+420 632 512093
Fax: +420 632 564113
E-mail: ots@let.cz

ORDER FOR SERVICE BULLETINS

Present address:
.....
.....
.....

phone/fax

This is to order the newly issued aircraft Service Bulletins for the period from 01.01. until 31.12.2002		
Type of a/c	Annual fee	Copies
L410 A,AS,M,MU	95.00 USD	
L410 UVP	135.00 USD	
L410 UVP-E	145.00 USD	
L13	45.00 USD	
L23	55.00 USD	
L33	60.00 USD	
L200	individually	
Z37	individually	

This is to order the complete set of Service Bulletins for aircraft (price valid for year 2002)		
Type of a/c	Annual fee	Copies
L410 A,AS,M,MU mandatory	665.00 USD	
L410 A,AS,M,MU information first page	155.00 USD	
L410 UVP mandatory	590.00 USD	
L410 UVP information first page	110.00 USD	
L410 UVP-E mandatory	175.00 USD	
L410 UVP-E information first page	85.00 USD	
L13	155.00 USD	
L23	95.00 USD	
L33	50.00 USD	
L200	190.00 USD	
Z37	165.00 USD	

Note:

In the order column number of copies indicate the language required: Czech C
English E
Russian R

For the L410 A, M aircraft the bulletin are issued only in Czech and Russian.



**Airworthiness
Directive
2001-259**

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

Effective Date: September 09, 2001

Schempp-Hirth

Affected:
Kind of aeronautical product: Sailplane and Powered Sailplane
Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany
Type: Ventus a, Discus a and Ventus bT
Models and Serial numbers affected: Ventus-2c - S/N 1 up to 66

Discus-2b - S/N 1 up to 107

Ventus-2cT - S/N 1 up to 72

Ventus-2cM - S/N 1 up to 107 and 109

German Type Certificate No.: 349, 360 and 825

Subject:
Landing gear

Reason:
With the shock struts fully compressed, the tyre may touch the bolts of the strut and also the horizontal cross bar of the aft undercarriage strut. Due to this the undercarriage mechanism will be loaded in the direction of the retracted position.

Action:
Inspection, Modification, exchange of components and exchange of pages into the Maintenance Manual in accordance with the Technical Notes of the manufacturer.

Compliance:
The action must be accomplished before the next annual inspection - but not later than March 31, 2002.

Technical publication of the manufacturer:
Schempp-Hirth Technical Note No. 349-25, No. 360-17 and No. 825-27 all dated July 20, 2001 which becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43

D- 73222 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

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.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olof 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!

LTA's / AD's and Technical Notes are published on the internet at <http://www.lba.de>



**Airworthiness
Directive
2001-258**

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

Effective Date: September 06, 2001

Schempp-Hirth

Affected:
Kind of aeronautical product: Sailplane and Powered Sailplane
Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany
Type: Ventus a and Ventus bT
Models and Serial numbers affected: Ventus a and Ventus a/16.6 (*)
- S/N 1 up to 284

Ventus b and Ventus b/16.6 (**)
- S/N 2 up to 136

Ventus bT (**)
- S/N 1 up to 9

(*) = action only necessary, if modification has not been done in accordance with AD-No. 1987-044 dated February 25, 1987.

(**) = Sailplanes and powered sailplanes with a flap drive modification (see page 01 of the appendix to the Technical Notes of the Manufacturer) are not affected by this AD.

German Type Certificate No.: 349, 825

Subject:
Flap drive inside the fuselage

Reason:
On several sailplanes a change in the setting of the flaps was noticed during rigging. Investigations revealed cracking around the weld between flap drive lever and flap torque tube.

Action:
Modification of the flap torsion drive in accordance with the Technical Notes of the manufacturer.

Compliance:
The action must be done before the next annual inspection - but not later than April 30, 2002.

Technical publication of the manufacturer:
Schempp-Hirth Technical Note No. 349-9 dated January 20, 1987 and July 12, 2001 and No. 825-29 dated July 12, 2001 which becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43

D- 73222 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0 Fax: ++ 49 7021 7298-199
www.schempp-hirth.com info@schempp-hirth.com

Accomplishment and log book entry:
Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

Note:
This AD supersedes the AD-No. 1987-044 dated February 02, 1987.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olof 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!

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AIRWORTHINESS DIRECTIVE

No. 109

Inspection respectively replacement of the fuel pump assembly P/N: 996 596 on Rotax 912 A/F/S Series

1. Applicability: Rotax 912 A Series engines, S/N 4,410.419 up to and incl. 4,410.465
Rotax 912 F Series engines, S/N 4,412.808 up to and incl. 4,412.815
Rotax 912 S Series engines, S/N 4,922.504 up to and incl. 4,922.743
2. Subject: Inspection / replacement of the fuel pump assembly P/N: 996 596
3. Reason: In several cases, leaks at the fuel pump - hose connection were detected, which could possibly lead to an engine fire, the following actions are required.
4. Action: A detailed visual inspection of the fuel pump – hose connection has to be carried out within the time of compliance.

The technical informations of Bombardier Rotax Service Bulletin SB-912-031 are herewith part of this AD
5. Compliance: a) initial inspection within 10 flight hours, but not later than 01 December 2001, according referenced Bombardier Rotax SB-912-031

b) thereafter, every 100 flight hours, an inspection according referenced Bombardier Rotax SB-912-031
6. Accomplishment: The required action has to be accomplished by the manufacturer or by a licensed/qualified person. An entry into the aircraft log has to be done.
7. Effective Date: 15. November 2001

SERVICE INSTRUCTION INDEX - EDITION 6, 10/2001

ROTAX COMPLIANCE CATEGORY KEY - I = INFORMATION
 R = RECOMMENDED
 O = OPTIONAL

SERVICE BULLETIN INDEX - EDITION 11, 11/2001

ROTAX COMPLIANCE CATEGORY KEY - I = INFORMATION
 O = OPTIONAL
 R = RECOMMENDED
 M = MANDATORY

CATEGORY	TITLE	REVISION	DESCRIPTION
M	SB-912-030 UL SB-914-019 UL		Cracks, wear and distortion on the carburettor flange on Rotax engines Type 912 and 914 (Series) No. 996 596 on Rotax Engine Type 912 (Series)
M	SB-912-031		Checking or Replacement of the Fuel Pump Assembly Part No. 996 596 on Rotax Engine Type 912 (Series)
M	SB-912-031 UL		Checking or Replacement of the Fuel Pump Assembly Part No. 996 596 on Rotax Engine Type 912 (Series)
M	SB-912-032		Replacement of Oil Pump Assy or Oil Pump Shaft Assy on Rotax Engine Type 912 A (Series)
M	SB-912-032 UL		Replacement of Oil Pump Assy or Oil Pump Shaft Assy on Rotax Engine Type 912 UL

CATEGORY	TITLE	REVISION	DESCRIPTION
I	SI-2ST-001		Installation instructions for the new design piston for 582 UL with monoblock piston pin circlip groove.
I	SI-912-001 SI-914-001		Installation of rotary water pump seal / pump impeller
R	SI-914-002		Optimizing of mixture distribution
I	SI-914-003		Checking and lubrication of the wastegate
R	SI-912-002 SI-914-004		Verification of the lubrication system and replacement of the oil pressure spring
I	SI-2ST-002		Change of the exhaust gasket on Rotax engine type 582 UL Model 90/99 and on Rotax engine type 618 UL
O	SI-912-003 SI-914-005		Oil connections with UNF threads.
I	SI-912-004 SI-914-006		Modified carburettor flange for Rotax engine type 912 series and Rotax engine type 914
I	SI-912-005 SI-914-007		Lubrication system for all Rotax engines type 912 (series) and 914 (series)
R	SI-06-1998	1	Amendment on Reduction Gearbox Type 'C' and Type 'E' for Rotax 2 stroke UL Aircraft Engines
R	SI-912-006 SI-914-008		Replacement of the Circlip in the Spring Clutch Housing on Rotax engine type 912 and 914 (series)
M	SI-16-1997	3	Selection of motor oil and general operating tips for Rotax engines type 912 and 914 (series)
R	SI-912-007 SI-914-009 SI-2ST-003		Check of the fuel pressure gauge kit part No. 374200 for Rotax engine Type 912 and 914 (Series) and 2 stroke UL aircraft engines.
R	SI-912-008		Fuel pressure indication problems on Rotax engine Type 912 (Series).
O	SI-912-009 SI-914-010		Introduction of a New Rocker Arm Bushing for Rotax Engine Type 912/914 (Series)



**Airworthiness
Directive
2001-345**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
GERMANY

Effective Date: 13 December 2001

Fischer + Entwicklungen

Affected:

Kind of aeronautical product: Propeller
Manufacturer: Fischer + Entwicklungen, 84034 Landshut, Germany
Type: TOP
Models affected: all models and variants
Serial numbers affected: all
German Type Certificate No.: 32.110/25

Subject:

Propeller blade airfoil thickness

Reason:

On some "TOP"- propellers a significant increase of the blade airfoil thickness was established due to swelling effects of the inner foam core. A deterioration of the airfoil thickness may lead to severe vibration and reduction in propeller thrust. The actions specified by this AD are intended to detect propeller blade swelling which could result in severe vibration and reduction in propeller thrust.

Action:

The following actions are required by this Airworthiness Directive in order to address this problem:

1. Inspection of the propeller blade airfoil thickness.
2. Repetitive inspections of the propeller blade airfoil thickness.
3. Replacement of damaged propeller blades.
4. Information of the local authority if the propeller blades have to be replaced as a result of the mentioned problems.

All necessary actions must be carried out on the basis of the mentioned manufacturer service bulletin.

Compliance:

For the mentioned actions the following compliance times have been laid down:

1. Before the next flight.
2. With each preflight check.
3. Before the next flight after the increase of the blade airfoil thickness has been determined.
4. Immediately after the increase of the blade airfoil thickness has been determined.

Technical publication of the manufacturer:

Fischer + Entwicklungen Service Bulletin SB No. 32.110/25/1 dated 29 October 2001. This Service Bulletin becomes herewith part of this AD and can be obtained from:

Fischer + Entwicklungen
Attn. Mr. Roland Bauer
Müller-Armack-Strasse 4
84034 Landshut
Phone +49-(0)871-93248-0
Facsimile +49-(0)871-93248-22
GERMANY

Enquiries regarding this Airworthiness Directive should be referred to Mr. Martin Borsum, 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!

Fischer+Entwicklungen

Müller-Armack-Str. 4, D-84034 Landshut
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Technische Mitteilung
(Service Bulletin)
Nr. 32.110/25/1

EB Nr.
LBA.G.0110

Subject: Propeller blade airfoil thickness

Effectivity: "TOP"-propellers, all serial numbers

TC-No.: 32.110/25 (former 5004)

Urgency: before next flight or starting the engine and then with each preflight check

Reason: At some "TOP"- propellers a remarkable increase of the blade thickness was found, which leads to a decrease of max. RPM and severe reduction of the propeller thrust.

Action: At 200 mm (7.87") distance from the propeller-blade folding axis the maximum thickness of the cross-section has to be measured by a slide gauge. The thickness has to be 16,6 mm (0.65"). If the thickness is more than 17,5 mm (0.69"), this blade or the complete propeller must not be operated any longer and has to be replaced.

Remark: The replacement of propeller blades has to be carried out by the manufacturer.

Material: Not affected

Weight and Balance: Not affected

Release MPL
Date:
29.10.2001

Release
29.10.2001

LBA approved:
Date:

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BGA Airworthiness Charges

Effective 1st January 2002

Glider C of A Issue or Renewal	£ 60.00
BGA Inspector Issue or Renewal	£ 21.00
Replacement of Lost BGA C of A	£ 15.00
Motor Glider and Tugs (G- reg.)	
3 year C of A by max weight:	
Up to 500 kg	£ 189.00
501 to 1000 kg	£ 378.00
1001 to 1500 kg	£ 567.00

Payable to the BGA.

Motor Glider and Tug charges as per Airworthiness Notice 25 issue 27.

