

British Gliding Association – Technical Committee**Technical News Sheet 06/02****Part 1 Airworthiness issues (all categories)**

- 1.1 **LAK-17A** Type Certificate Nr. 03 (Information)
Type certificate revision increasing AUW to 500kg with water ballast (347kg dry)
No modifications required.
- 1.2 **PZL SZD 36 Cobra-15** BE-005/36/81 (Recommended)
Guidelines for extension of service life from 700 hrs to 2000 hrs and beyond.
Inspection requirements and revised flight limitations.
Details enclosed.
- 1.3 **Schempp-Hirth Gliders** BGA 027/04/2002 issue 1 (Recommended)
Vertical elevator rod inside fin inspection. (Not applicable if AD 92-360/2 complied with in full) see inspection for applicability.
Details enclosed.
- 1.4 **Schempp-Hirth Ventus Ct** BGA 030/04/2002 issue 1 (Mandatory)
Inspection of aerotow hook aperture (Nose) following aerotow hang up using Tost ring caught between pitot probe fairing and lower edge of aperture.
Details enclosed.
- 1.5 **Slingsby T49 Capstan** BGA 029/05/2002 issue 1 (Mandatory)
Rudder torque tube inspection and modification.
Details enclosed.
- 1.6 **Stemme S10-VT** SB A31-10-061, AD 2002-156 (Mandatory)
Fire protection. Inspection and modification to fuel system.
AD Details enclosed.
- 1.7 **SZD 50-3 Puchacz** (Ref. BE-049/SZD-50-3/2000) (Information)
Notes on changing wing front bracket console by Basil Fairston, Hus-Bos.

Equipment

- 1.8 **Canopy gas struts** BGA 031/05/2002 issue 1 (Recommended)
Inspection guidelines for canopy hold open gas struts.
Details enclosed.
- 1.9 **Sutton Harnesses** CAA AD 002-12-2001 R2 (Mandatory)
Revised compliance date; compliance by 1st July 2002.
- 1.10 **Ottfur OM Series release units (Pre 1977)** (Recommended)
Inspection guidelines published by Cair Aviation for release units fitted to older and vintage gliders.
Details enclosed.

Part 2 Modifications**Correction**

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|-----|------------|-----------------------------------|-------------|---------------|
| | Ka6e | <u>Conversion to Hinge canopy</u> | BGA 2002/05 | CP West |
| 2.1 | SLMG/Tugs | Starter warning lamp | BGA 2002/08 | BGA |
| 2.2 | Std Cirrus | tail wheel | BGA 2002/10 | CP West |
| 2.3 | Vega | Reposition winch hook | BGA 2002/12 | SV Sailplanes |

Part 3 General Matters

3.1 **Welding**

To clarify the position regarding welding and certification;

BGA C of A (Gliders and Self Sustainer sailplanes)

Welding may be carried out by a CAA or Military approved welders or by person suitably qualified and accepted by the BGA.

CAA C of A (Motor Gliders and Tugs)

Welding may only be carried out by a CAA or JAR 145 approved welder with the correct approvals for the type of weld.

All Aircraft (BGA and CAA C of A)

All welding jobs must be over signed and certified by a BGA inspector or LAE with the correct authorisations. The welder is only signing for the Welding and not for the repair, modification or other job.

It is the responsibility of the BGA inspector or LAE certifying the work to ensure that the welder has a current welding certificate and you should ask to see it from time to time. (a CAA welder has to submit test pieces every 6 months to remain current)

You should enter the welders approval number in the aircraft documentation.

3.2 **Motor Glider and Tug C of A Renewals**

When completing CAA C of A renewals PLEASE make sure that the information sent to the BGA is correct and complete.

The majority of delays are because the engine or propeller type is incomplete or the flight hours/cycles are incorrect. You must fill in all the details – Make, Type and suffix (e.g. Limbach L2000 EA1). The CAA will reject or delay the renewal whilst the data is corrected on any application that is not complete or correct.

There is some confusion about the compliance statement below. This is a certification that this TNS is to a standard containing all mandatory directives etc. up to and including the revision of the master documents as stated and is a CAA requirement. When completing your motor glider C of A renewal report you should quote the latest TNS number. This implies that you have checked the BGA Compendium and all TNS issued since its publication.

(As Tugs are not supported by the BGA TNS you should quote the master documents for their C of A renewals. The issues quoted may be later than in the current TNS due to publication dates).

Compliance Statement:

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

Airworthiness Notices, Contents issue 130

Mandatory Aircraft Modifications & Inspections Summary, issue 260

FAA Summary of Airworthiness Directives. Bi-weekly listing 2002-12

Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, issue 334

Foreign Airworthiness Directives Vol III, issue 344

CAA Mandatory Permit Directives, issue 2002/3

Jim Hammerton
Chief Technical Officer