

British Gliding Association – Technical Committee**Technical News Sheet 04/03****Part 1** Airworthiness issues (all categories)

- 1.1 **Centrair SNC34C “Alliance 34”** SB 34-05 (Mandatory)
All S/No's
Replacement of wheel axle
Details enclosed (French version only available)
- 1.2 **LET L13 BLANIK** (Information)
Pilot's Notes L13-4 April 1997 is available either electronically or by post.
[holecek.petr@let.cz] Please contact LET and you will be added to the mailing list for amendments etc.

Letecke zavody a.s.
(LZ Aeronautical Industries Inc)
Product Support Dept
686 04 Kunovice
Czech Republic
- 1.3 **Pilatus B4-PC11, PC-11A & PC11-AF** AD2003-199R1 (Mandatory)
All S/No's SB No 1005
Inspection of control column support due cracks
AD Details enclosed (SB sent to owners)
- 1.4 **SZD 50-3 Puchacz** SB BE051/SZD-50-3/2003 (Mandatory)
All S/No's
Life extension to 6750 hours by completing 1000 hour inspection
Details enclosed
- 1.5 **Schempp-Hirth Std Cirrus – Reportable Accident** (Information)
Models with all flying Tailplane
Ensure Tailplane is installed correctly i.e. with control stick in forward position.
It is possible to rig with All Flying Tailplane not connected.
See www.standardcirrus.org for some useful info.
- 1.6 **Schempp-Hirth Ventus 2a** TN 349-27 (Optional)
S/No's 2 > 120
New Tailplane and Winglets.
- 1.7 **Schleicher ASH25M** AD2003-129, TN22 (Mandatory)
S/No's up to & inc. 25233 except 25202, 25204, 25214 & 25231
Inspection and replacement of fuel line
AD details enclosed
- 1.8 **Schleicher ASW 15** Reported by Roger Hurley of CP West (Information)
Loose bolts on Tailplane bulkhead ply reinforcement possibly caused by excessive flexing during rigging and de-rigging. Lack of large washers possible contribution.

Propellers

1.22

General.

Only approved repairs are allowed to propellers. The BGA Authorisation does not cover any repairs to propellers other than specified "On Wing" minor repairs detailed in the maintenance manual. Minor repairs will normally be minor stone damage to the leading edge or minor paint cracks. Any other repair requires removal and repair at an authorised repair facility.

Equipment

1.23

Willans Seat Harness reported by I Smith (Information)

Also applies to other types.

Incorrectly assembled harnesses causing incorrect insertion angle for attachment lug into buckle and subsequent damage to locking hole.

Ensure all seat harness straps are correctly assembled and operation is smooth with the correct forces required to lock and unlock. Replace any defective components.

1.24

Cair Information Leaflet IL4 (issue 2) (Information)

Quick Release Unit Springs (and guidance on general maintenance)

Enclosed.

Further copies and other Information Leaflets available from Cair Aviation.

Part 2

Modifications

Not available this issue

Part 3

General Matters

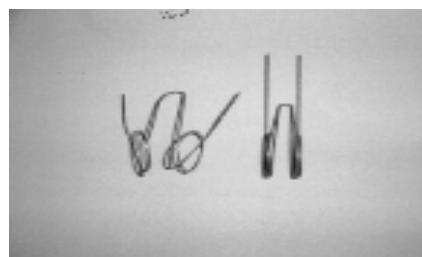
3.1

Release Hook Springs

Reported by Peter Wells of Cair Aviation.

The picture shows an attempt by someone to manufacture a spring for an Ottfur release hook – the result is obvious!

This type of home-made engineering is very dangerous especially on a critical component and considering that the genuine item only costs £1.50 including P&P we sometimes wonder why?



3.2

Fees

Glider C of A issue and renewal (1yr)	£60
Replacement BGA C of A	£15
BGA Inspector issue and renewal	£22
Motor Glider C of A renewal up to 500Kg (3yr)	£201
Motor Glider & Tug C of A renewal 501 to 1000Kg (3yr)	£402
Tug C of A renewal over 1001Kg (3yr)	£603

3.3

Oxygen System Safety reported by Steve Jones of Southern Sailplanes.

The unwary sometimes underestimate the dangers associated with Oxygen systems – you cant see it, smell it, taste it, so it must be safe, take it from me IT IS DANGEROUS!

Continued..

I have had reports of fittings blanked off with insulation tape; this can lead to traces of adhesive being left on the fitting or pipe. If you are unlucky this could lead to an explosion. Always use the correct blanks.

Some wise precautions:

Never use grease or oil of any kind

Never use a naked flame or soapy water to trace leaks – use Oxygen approved leak detection fluid

Never wear dirty or greasy overalls

Never use dirty or greasy tools

Always wash and dry hands before working on Oxygen systems

Always follow the safety guidance

Always use the approved parts and consumables

Always be safe and remember Oxygen is only safe if it is respected

3.4

PVC Hoses reported by Laurence McKelvie from Northern Ireland

As previously mentioned in “Special Inspections All Types” PVC hose can become hard and leak.

PVC is particularly unsuitable as fuel hose. It can become brittle and break and lead to a fuel leak. Petroleum fumes even in a vent system can effect the PVC.

On a recent Motor glider annual both the vent and drain hoses were found broken off. It was a good job that the fuel was not overfilled or drained!

Always use the correct specification hose.

Compliance Statement:

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

Airworthiness Notices, Contents issue 132

Mandatory Aircraft Modifications & Inspections Summary, issue 270

FAA Summary of Airworthiness Directives. Bi-weekly listing 2003-08

Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, issue 345

Foreign Airworthiness Directives Vol III, issue 355

CAA Mandatory Permit Directives, issue 2003/1

Jim Hammerton

Chief Technical Officer