

British Gliding Association – Technical Committee**Technical News Sheet 06/03****Part 1 Airworthiness issues (all categories)**

- 1.1 **EMERGENCY AIRWORTHINESS DIRECTIVE**
Grob G103 Twin Astir AD2003-185, ASB315-63-2 Mandatory
 G103 Twin II, G103A Twin II ACRO, G103 Twin III ACRO.
 Reduction in airspeed due reduced structural integrity of fuselage.
 Details sent to owners, AD details enclosed.
- 1.2 **Grob G109 series** BGA 036/06/2003 issue 1 Recommended
 Inspection of Elevator control rod to prevent possible in flight failure.
 Details enclosed.
- 1.3 **Grob G109B** reported by Tim Dews of Airborne Composites. Information
 Several cases of engine oil sump plug and oil cooler hose fitting loose. Check
 tighten between maintenance checks. It is recommended to wire lock sump plug
 and oil cooler fittings together.
- 1.4 **Piper PA18 & 25 & possibly other types** report by CTO Information
 If battery is housed in a Piper standard battery box ensure that + cable is correctly
 positioned and tight as it passes through box insulated insert. Can cause short on
 box lid return lip and explosion of Hydrogen gas produced when charging.
- 1.5 **PZL SZD-9 bis Bocian 1d & 1e** BE-031/2003 Information
 Service life extension to 4000 flying hours.
- 1.6 **PZL SZD 50-1 & 50-3 Puchacz** BE-049/SZD-50-3/2000 Mandatory
 Cracks continue to be found in Front bracket console (Wing front mounting
 brackets) repeat inspections annually or after heavy landing.
 An improved and strengthened unit is available.
- 1.7 **PZL SZD 50-1 & 50-3 Puchacz** Mod BGA 2003/11 Recommended
 Modification to install a light return spring to the rear canopy operating lever to help
 prevent inadvertent opening and loss of canopy in flight.
 Mod developed by Dave Bullock, BGA Technical Committee.
 Details enclosed
- 1.8 **PZL SZD 50-1 & 50-3 Puchacz** BGA 016/04/2001 issue 2 Mandatory
 New improved air brake gear available. Fitment deletes the annual inspection
 requirement.
 Details enclosed.
- 1.9 **PZL SZD 51-1 Junior** BGA 015/04/2001 issue 2 Mandatory
 New improved air brake gear available. Fitment deletes the annual inspection
 requirement.
 Details enclosed.

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| 1.10 | PZL SZD 48 Jantar, SZD 55-1 BGA 017/04/2001 issue 3
New improved air brake gear available. Fitment deletes the annual inspection requirement. (MDM FOX deleted as not applicable).
Details enclosed. | Mandatory |
| 1.11 | Scheibe SF25C (Rotax) AD2003-160, SB653-76
Corrections and revisions to Flight and maintenance manuals.
AD details enclosed. | Mandatory |
| 1.12 | Schempp-Hirth Discus 2a, 2b
Revision to Flight and Maintenance manuals.
Summary enclosed | Mandatory |
| 1.13 | Schempp-Hirth Discus 2a, 2b AD2003-048, TN360-19
Add mass balance to elevator and install lighter control rod.
N/A if TN360-16 complied with.
AD details enclosed | Mandatory |
| 1.14 | Schempp-Hirth Nimbus 3T
Revision to Maintenance manual.
Summary enclosed | Mandatory |
| 1.15 | Schempp-Hirth Ventus bT, cT, 2cT & 2cM
Revision to Maintenance manual
Summary enclosed | Mandatory |

Engines

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| 1.16 | Rotax 2 Stroke Engines SB2ST-000
Publication index. | Information |
| 1.17 | Rotax 912 series SB912-000
Publication index | Information |
| 1.18 | Rotax 912A,F,S SB912-040
Introduction of new oil dipstick. | Mandatory |
| 1.19 | Rotax 914 series SB914-000
Publication index | Information |
| 1.20 | Rotax 914F SB914-026
Introduction of new oil dipstick. | Mandatory |
| 1.21 | Rotax 2ST Charging reported by John McWilliam
Checking procedure for 866 080 regulators.
Details enclosed | Information |

Equipment

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| 1.22 | Brüggemann Emergency Parachute TM LBA0001
Ripcord cable high forces in housing
Details enclosed | Mandatory |
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Part 2 Modifications

	Type	Detail	BGA Mod No.	Contact
2.1	K6e	Nose hook	BGA 2002/19	BGA
2.2	K6cr	Tailwheel	BGA 2003/01	BGA
2.3	Skylark 4	C of G hook	BGA 2003/02	Anglia Sailplanes
2.4	Kestrel T59d	Forward opening canopy	BGA 2003/04	BGA
2.5	Junior	Increased trimmer range	BGA 2003/05	BGA
2.6	LS-8	Winglets	BGA 2003/06	Optimal Aerodynamics
2.7	All Tugs	Long life landing lamp	BGA 2003/07	BGA
2.8	Skylark 2b	Repositioned shoulder strap	BGA 2003/08	BGA
2.9	PA25 Pawnee	Top mounted strobe	BGA 2003/09	BGA
2.10	Puchacz	Canopy lever return spring	BGA 2003/11	BGA

Part 3 General Matters**3.1 Motor Glider and Tug C of A Test Flights (All “G” Reg. aircraft)**

The CAA has revised the requirements for pilots acceptable to carry out C of A test flights. ALL pilots now have to be approved by the CAA and be on the “Test pilot data-base”. This is a change from the previous requirements for Private Category aircraft, where the owner could carry out his/her own airstest without being approved. An owner can still fly his/her own aeroplane but **MUST** be approved by the CAA. See CAP 520 issue 4, part 6, 2.2. CAP is downloadable from the CAA web site [www.srg.caa.co.uk] [Publications] [Aircraft maintenance], click blue dot in right column on CAP 520 line.

To get approved, the procedure is to arrange with the CAA flight department for a one-to-one briefing. It is possible for up to 6 pilots, requiring to test similar aeroplanes, to be briefed together. Please don't leave this to the last minute, as currently there is a waiting list for briefings.

Call CAA Flight Department on 01293 573113 and ask for Mr Malcolm Pedel. Further information can also be found in GASIL and on the Internet at [www.caa.co.uk/srg/airworthiness/flight/default.asp]

3.2 PA25 Pawnee Spares

Following consultations with the CAA after the change of Type Certificate holder of the Pawnee from Piper to Lavia SA in Argentina, Argentinean spares are not acceptable without specific approval from the CAA. The main reason is that the CAA does not have knowledge of the Argentinean system of approval and cannot accept Argentinean parts release documents. It is possible to fit Argentinean spares if no others are available; however, authority from the CAA will be required. FAA PMA spares from the US with an FAA 8130-3 approval, are acceptable provided they are unchanged from the original design prior to transfer to Argentina. Of course, this notice only effects Airframe parts. Engine, Propellers and parts fitted by modification (i.e. Tow hooks, Gomolzig hush kits) are unaffected. A letter has been sent by the BGA to all Pawnee tug operators, addressed to the Tugmaster, on this subject. If you need a further copy or did not receive it, please contact the CTO.

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 272

FAA Summary of Airworthiness Directives. Bi-weekly listing 2003-13

Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, issue 347

Foreign Airworthiness Directives Vol III, issue 357

CAA Mandatory Permit Directives, issue 2002/3

Jim Hammerton

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