

Inspection requirements at 3000 hours for extension to 4000 hours with reduced flight envelope limitations

- 1.10 **PZL/SZD Bocian series** BGA 037/08/2003 issue 1 (Mandatory)
Before next flight inspection of Elevator control rod fork end. Mandatory fitment of Steel fork ends ref. SB BE12/78
 Details sent to owners
- 1.11 **Rolladen-Schneider LS6** TB 6012 (Mandatory)
 Replacement of Landing Gear Gas Strut with aluminium bar
 Reported in TNS 04/88. The BGA considers this modification Mandatory for the safe operation of this type of glider to prevent landing gear collapse.
- 1.12 **Schempp-Hirth Duo Discus T** AD 2003-245/2, TN890-3 (Mandatory)
 S/n 1 to 78
Before next flight inspection of wing spar bonding
 AD details on LBA web site and sent to owners
- 1.13 **Schempp-Hirth Duo Discus** AD 2003-246/2, TN396-8 (Mandatory)
 S/n 165 to 389
 Duo Discus C s/n 170CS, 300CS & 350CS.
Before next flight inspection of wing spar bonding
 AD details on LBA web site and sent to owners.
- 1.14 **Schleicher ASK 13** reported by Ron King of Southdown Gliding Club
 (Information)
 Wing Rib 1 combined Aileron and Airbrake control rod bell crank bracket failure.
 This is a known weak point of this type. Possible contribute factor is excessive over-centre loads on air brake system. If adjustment of control rods is necessary check brackets. Only genuine parts should be used for replacement. Repair is not permissible.

Engines

- 1.15 **Rotax 912 series** SB912-041 (Optional)
 Extension of TBO
- 1.16 **Rotax 914 series** SB914-027 (Optional)
 Extension of TBO

Equipment

- 1.17 **Parachutes** (Irvin GQ, Thomas Sporting Equipment and possibly others)
 CW03-01 (Mandatory)
 Capwell supplied Ripcord Pins and Ripcords. Recall of all pins manufactured between 28/11/01 to 15/7/03 due to failure problems. Contact your parachute supplier for more information on applicability and required action.
- 1.18 **Bruggemann parachutes** AD 2003-162, SB LBA 001(Mandatory)
 AD issued to support previous service Bulletin
 AD details on LBA web site
- 1.19 **Becker AR4201 Radio** AD 2003-234 (Information)
 AR4201 s/n 150 to 9499

Hardware modifications due communication problems. Use of this equipment restricted to VFR operations only without modification.
New installations must have modifications carried out.

1.20 **CAA Approved Radio Equipment**

Details of how to search the Internet for CAA approved radio equipment in attached letter.

Part 2 Modifications

- 2.1 **Scheibe SF25B** Change of Engine. Fitment of Sauer S1800-1-ES1 CAA approved. Contact CTO for details.

Part 3 General Matters

- 3.1 **Heavy/Hard landing inspections**
Reminder to inspect carefully following reports or suspected heavy/hard landings. Areas to look at are misalignment of tubular frames, displacement of suspension components including rubber 'donut' type units. Minor damage not repaired can alter the structural characteristics to such an extent that the airframe is unable to withstand the next occurrence and a failure may cause injury. In the absence of manufacturers information on conditional inspections the BGA AMP manual Leaflet 4-3 may be of assistance.
Any damage found should be reported to the BGA either as part of an accident report or an engineering occurrence.
- 3.2 **Hot weather problems – reported by Ian Hammond of Portsmouth Naval Gliding Club.**
Unable to open a glider canopy the usual problem of thermal expansion was suspected. However on investigation it appears that the adhesive used on the domestic draft excluder around the canopy/fuselage joint had melted and sealed the canopy closed.
Only use the correct materials for sealing your canopy. This could have been a case of not being able to get out, rather than a case of not being able to get in! The correct type of seal would have been tested in Hot and Cold conditions and had it been used the problem probably would not have occurred.
- 3.3 **Control Cable Maintenance**
Failure of newly manufactured cable has promoted this subject. Whenever an aircraft control cable is manufactured its strength must be assured. This is done by proof loading. This process will highlight any defects in manufacture from defective cable, worn or defective tooling to process inadequacy.
The advice given in BGA AMP Leaflet 4-7 or FAA AC 43-13 should be followed.

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 274
FAA Summary of Airworthiness Directives. Bi-weekly listing 2003-17
Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, issue 348
Foreign Airworthiness Directives Vol III, issue 358
CAA Mandatory Permit Directives, issue 2003/1

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