

British Gliding Association – Technical Committee**Technical News Sheet 10/03****Part 1 Airworthiness issues (all categories)**

- 1.1 **Centrair 201 Marianne** SB201-25 (Mandatory)
Damage inspection to fwd section of rear fuselage boom.
Details sent to owners.
- 1.2 **Centrair Bulletins** (Information)
SB101-25, SB201-23, SB201-24, SB ASW20F-24 and SB34-07
Notified in TNS 08/03 now issued in English
- 1.3 **DG-500 MB** TN 843/18 issue 2 (Optional)
Extension/retraction spindle drive
- 1.4 **DG-505** (Information)
Reported by Cris Emson of Oxford Gliding Club
Progressive failure of main landing gear frame. Cracks emanating from weld.
Inspections after heavy landings and at C of A are recommended.
- 1.5 **DG-505** (Information)
Reported by Tim Macfadyen of Bristol & Glos. Gliding Club
Airbrake bearings failing due to water ingress. Airbrake boxes tend to hold water as no drain holes are used and bearings can sit submerged in water.
- 1.6 **LS and DG situation** (Information)
Visit DG web site for latest information
- 1.7 **LAK-12** (Information)
Reported by Jack Grayer of East Sussex Gliding Club
The canopy detached on the ground and fell on to pilots head causing minor injury. (and breaking canopy!) It is suspected the jettison mechanism had been partially tripped possibly by the sleeve of someone adjusting the rudder pedals. This type has an over-centre link arrangement with a cable operated lever. Once operated the canopy will release from the aircraft assisted by spring loaded plunger. Please take care when working on or operating this type of aircraft.
It is possible to fit a safety pin to the plunger but it will not stop the release.
- 1.8 **LAK-17A** (Information)
Type certificate data sheet revised to issue 03/03 with some limitation changes.
Details from Sportine Aviacija. (Conversion km/h to Knots multiply by 0.539)
- 1.9 **PZL 50-3 Puchacz** AD SP-0052-2003-A (Mandatory)
SB BE-052/SZD-50-3/2003
Inspection, and replacement if cracked, of Air Brake torque tube.
This subject covered in TNS 12/96 and by BGA Inspection 024/10/2001.
Compliance with BGA inspection satisfies SB BE-052/SZD-50-3/2003.

- 1.10 **PZL Bocian series** BGA 037/08/2003 issue 2 (Mandatory)
BGA Inspection raised to issue 2 to clarify applicability and acceptance of swaged type fork end.
- 1.11 **PZL Cobra 15** (Information)
Reported by Peter Wells of Southdown Gliding Club.
Stiffeners glued to the rear of fuselage frame 12 (wing main spar aperture) became detached and found lying across the flying controls. It would be possible to cause a control jamb. Check the stiffeners for security and re bond if loose. May be applicable to other types
- 1.12 **Schempp-Hirth Discus CS and b** AD 2003-266/2 (Mandatory)
TN 360-21
Failure of wing due to manufacturing defects
Also applicable are any Discus gliders having replacement wings manufactured in the Czech Republic.
AD details on LBA web site and sent to owners
- 1.13 **Schempp-Hirth Discus bT** AD 2003-265/2, TN 863-9 (Mandatory)
Failure of wing due to manufacturing defects
AD details on LBA web site and sent to owners
- 1.14 **Schempp-Hirth Discus 2a & 2b** AD 2003-280, TN 349-28 (Mandatory)
Elevator jamming due to separation of balance weight
AD details on LBA web site
- 1.15 **Schempp-Hirth Ventus 2a & 2b** AD 2003-280, TN 360-20 (Mandatory)
Elevator jamming due to separation of balance weight
AD details on LBA web site
- 1.16 **Schempp-Hirth Discus bT** AD 2003-280, TN 863-8 (Mandatory)
Elevator jamming due to separation of balance weight
AD details on LBA web site. Note: this type has been omitted from the AD "Models affected" section in error.
- 1.17 **Schleicher K6 CR** (Information)
Reported by Steve Wilkinson of Trent Valley Gliding Club
Aileron control disconnected in flight due to Quick release locking clip catching on centre section shelf and disconnecting. It is recommended that only the correct size locking clip is used i.e. not too large, and the orientation is away from any obstructions.
May also be applicable to other models.
- 1.18 **Schleicher K13** (Information)
Reported by Ron King of Southdown Gliding Club
Aileron and Air Brake rods in centre section bent due to rigging damage. The upper QR unit bent at thread and lower ball bearing end, bent at flattened part of rod. It is not permissible to straighten bent control rods or components.
- 1.19 **Schleicher K13** (Information)
Reported by Roger Hurley of CP West Ltd.
Elevator Control, fin mounted, swinging link bracket, securing bolts not in safety in Nyloc nuts. Definitely applicable to ALL types
Please see Part 3.

Engines

- 1.20 **Rotax Publication Index** SB-2st-000R1, (Information)
SB-912-000R1, SB-914-000R1
Publication Index and revision status issued by Rotax.
Current documents can be downloaded from [www.rotax-aircraft-engines.com]
- 1.21 **Rotax 912 series** SI-912-012 (Information)
Routine modifications to Bing carburettors
- 1.22 **Rotax 912 A, F, S.** AD 116, SB-912-040R1 (Mandatory)
Introduction of new oil dipstick
AD details on Astro Control web site
- 1.23 **Rotax 914 series** SI-914-014 (Information)
Routine modifications to Bing carburettors
- 1.24 **Rotax 914 F** AD 116, SB-914-026R1 (Mandatory)
Introduction of new oil dipstick
AD details on Astro Control web site
- 1.25 **Rotax 914 F series** AD 117, SB-914-028R1 (Mandatory)
Inspection of Exhaust Muffler
AD details on Astro Control web site

Propellers

- 1.26 **MTV-1, 2, 3, 5, 6, 7, 9, 10, 11, 12, 14, 15, 17, 18, 20, 21, 22 & 24**
AD 1994-098/2, SB 8A (Mandatory)
Avoidance of sudden loss of propeller blade metal erosion sheath.
AD details enclosed

Part 2 Modifications

	Type	Detail	Mod No	Contact
2.1	Generic	Hand Rudder Controls	BGA2003/12	BGA

Part 3 General Matters

- 3.1 **More glue failures**
Continuing reports of glue failures. The common theme tends to be poor storage conditions either during service or lay-up. Reports include SF25 wing ribs, SF26 main spar, M100, M200, K8, K13 wing ribs but also applicable to many other types.
If storage conditions could possibly be or have been damp, leaking trailer or TEE hangar with earth floor and poor ventilation as some examples, the depth of inspection must include removal fabric or skin, if necessary, to adequately inspect the underlying structure. A/W notice 20 also specifies this for powered aircraft. This inspection must be assessed during C of A or annual checks.

3.2 **Self Locking Nuts**

Many reports to the BGA are of lock nuts not in safety. To clarify the minimum requirements:

All self locking nuts either Nylon insert (nyloc), Fibre insert, metal performed (K-Lock, Simmons) or any other design or type MUST have at least one full thread protruding from the locking device. This does not include the chamfer. In practice this usually means 1½ to 2 threads protruding from the nut. If this is not achievable then the bolt is not long enough or you have too many washers. On the other hand too much thread protruding can cause the nut to be thread bound.

This is good, basic engineering practice and MUST be followed.

3.3 **Relocation of Aircraft during maintenance**

Sometimes during maintenance, repair, C of A or inspections it is necessary to relocate the aircraft to another workshop for specialist services or because the job is just too big. This of course is not an ideal situation but sometimes unavoidable. If this is the case there some basic rules to be followed:

- The person accepting the aircraft must be fully aware of any outstanding, on-going or completed maintenance tasks.
- Any outstanding, part done or completed tasks must be fully documented on worksheets and certified as appropriate.
- If a task such as a life extension inspection or repair is to be certified by the receiving person but partly completed by the first party the work must be certified up to date, any remaining items are to be entered as open entries, a copy of the relevant service bulletin or work schedule that is being worked to must be supplied and the receiving person must be willing to accept the part done task. If not, the whole inspection or repair must be repeated.
- The aircraft owner must be in agreement with the change of workshop or engineer and oversee the transition.
- It is the responsibility of the first party to ensure that the basic rules are adhered to.

3.4 **CAA Airworthiness Notices (CAP 455)**

Issue 133 published. If you are not in receipt of a paper revision please update your copy from the internet.

Compliance Statement:

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

Airworthiness Notices, Contents issue 133

Mandatory Aircraft Modifications & Inspections Summary, issue 276

FAA Summary of Airworthiness Directives. Bi-weekly listing 2003-21

Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, issue 350

Foreign Airworthiness Directives Vol III, issue 360

CAA Mandatory Permit Directives, issue 2003/1

Jim Hammerton
Chief Technical Officer