

**British Gliding Association****Technical News Sheet 02/04****Part 1      Airworthiness issues (all categories)**

- 1.1      **Centrair Alliance 34 SNC34C**      SB34-08      (Recommended)  
GRP inspections
- 1.2      **DG-500M**      AD2003-409, TN 843/18      (Mandatory)  
Inspection of Spindle drive. Issue of AD and upgrading to mandatory  
AD details on LBA web site.
- 1.3      **Pik 20E**      Reported by John MacWilliam      (Information)  
Guidance and service information on Propeller bearing failures.
- 1.4      **Grob Twin Astir**      AD2003-231/2, ASB315-64/2      (Mandatory)  
Limitations of operation revision. Not published by LBA until recently  
AD details on LBA web site and sent to owners
- 1.5      **Grob Twin Astir**      AD D-2004-002, MSB315-65      (Mandatory)  
Limitations of operations for some aircraft. This AD supersedes AD 2003-185  
AD details on LBA web site and sent to owners.
- 1.6      **LET L13 Blanik**      MB L 13/089a      (Mandatory)  
Manual revision and extension of overhaul period
- 1.7      **LET L13, L13A Blanik**      IB L13/101b      (Information)  
Introduction of new SB numbering system for L 13AC gliders
- 1.8      **LET L23 Super Blanik**      MB L23/048a      (Mandatory)  
Inspection of elevator lever  
Details sent to owners
- 1.9      **Pilatus B4**      Reported by Roger Targett      (Information)  
Undercarriage collapse due to excessive movement of drive lever attachment  
rivets to drive shaft.  
Modification due shortly to bond lever and fit improved rivets.
- 1.10      **PZL SZD 50-3 Puchacz**      SB BE-053      (Information)  
Life extension to 12,000 hours approved. Due to limited information of high  
time aircraft, the life extension is limited to aircraft inspected by the  
manufacturer. When more data is obtained by inspecting high time aircraft, it is  
envisaged to extend the applicability to all.  
Current life is 6000 hours extendable to 6750 hours before overhaul is  
required.

- 1.11 **PZL Swidnik. PW-5** AD SP-0086-2003-a, SB BO-17-03-18(Mandatory)  
Inspection of Aileron and Air Brake push rod ends  
Details sent to owners
- 1.12 **Rolladen-Schneider LS4b** AD D-2004-001, TB 4046 (Mandatory)  
Manual amendments and to increase life to 12,000 hours  
AD details on LBA web site
- 1.13 **Rolladen-Schneider LS6, 7 & 8** BGA Inspection 039/01/2004 issue 1  
(Recommended)  
Inspection of elevator crank retaining nuts after removal of optional tail ballast weight holder  
AD details on LBA web site and sent to owners
- 1.14 **Schempp-Hirth Cirrus** AD 81-099/2 (Information)  
Clarification that the 3000 hour inspection has been deleted and first major inspection is due at 6000 hours. Life extended to 12,000 hours.  
AD details on LBA web site.
- 1.15 **Schempp-Hirth Duo-Discus** AD D-2004-084, TN 396-9 (Mandatory)  
Inspection of bonding failures between wing spar cap to spar web.  
AD details on LBA web site and sent to owners.
- 1.16 **Schempp-Hirth Duo-Discus** Reported by Mick Wood (Information)  
During C of A inspection bolt found with head sheared off at air brake automatic connector chute, drive rod. Possible in flight disconnection averted.

### Engines

- 1.17 **Solo 2625-01 & 02** (Information)  
Schempp-Hirth Ventus2cM, Nimbus 4DM, 4M, TN 825-32 & 868-6 refers replacement of engine electronic box.

### Equipment

- 1.18 **L'Hotellier QR Connectors** Many reports (Mandatory)  
AD 1993-001/3 and AD 1994-001/2 plus attachments  
Two AD's are applicable to ALL aircraft fitted with L'Hotellier connectors and concern the locking devices and wear on the ball. The BGA continue to receive reports of excessive wear on these connectors that has taken many years to accumulate.  
**The Repeat inspection for wear must be completed on an ANNUAL basis and there is no allowance for excessively worn couplings. If worn to the limit the coupling MUST be replaced before flight.**  
AD details on LBA web site

- 1.19      **TOST Tow releases**                      AD1989-018/3                      (Mandatory)  
Mandatory overhaul of TOST releases after 10,000 actuation's (equivalent to 2000 launches) is mandatory for all gliders registered with the BGA after 28 September 2003 and for all Motor Gliders (and Tugs) with a "G" registration. The BGA "On Condition" exemption only applies to Gliders registered with the BGA prior to 28 September 2003.  
Also, please see letter from Tost regarding the supply of spares for their release units.  
AD details on LBA web site.

Part 2            Modifications

None this issue

Part 3            General Matters

- 3.1            **Drain Holes**                                      Reported by Roger Targett(Information)  
During the course of routine and damage inspection many gliders and SLMG are found with either drain holes missing or blocked. Water accumulation can cause irreparable damage to internal structures and cause structural failure.
- 3.2            **Split Pins broken**                              Reported by Roger Targett(Information)  
Many split pins fitted to eastern European gliders are manufactured from inferior material. Several have been found broken off at the point where they are folded out with no obvious reason why. Keep a watchful eye out for these.

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

FAA Summary of Airworthiness Directives. Bi-weekly listing 2004-03

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

Foreign Airworthiness Directives Vol III, issue

CAA Mandatory Permit Directives, issue 2003/1

Jim Hammerton  
Chief Technical Officer