

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

- 1.1      **Grob Astir CS**      AD D-2004-168, MSB 306-38      (Mandatory)  
S/n 1001 to 1536  
Horizontal stabiliser – inspection of vertical attachment.  
AD details on LBA web site and sent to owners
- 1.2      **DG-500MB**      AD D-2004-196, TN 843/19      (Mandatory)  
Propeller – damage due to overheating  
AD details on LBA web site
- 1.3      **DG-800B (Solo Engine)**      AD-D-2004-195, TN 873/29      (Mandatory)  
Propeller - damage due to overheating  
AD details on LBA web site
- 1.4      **Glasflugel 201 Libelle**      Reported by Martin Ewer and David Mason  
Mandatory inspection of rudder gimbal drive. BGA continue to receive reports of cracked gimbal drives on L201's. Recent AD's to replace drive on other Glasflugel models do not apply to 201 aircraft.  
Magnetic particle Inspection required at C of A/annual inspection on all 201 aircraft. Not applicable for other types fitted with improved replacement gimbal drive.
- 1.5      **LAK 12**      IB 012.5.Re.002A      (Mandatory)  
Inspection requirements after 15 years operation
- 1.6      **LET L13 Blanik**      MB L13/095a      (Mandatory)  
Cracks in control systems  
See MB for serial number applicability
- 1.7      **LET L23 Super Blanik**      SB L23/048a      (Mandatory)  
Check elevator rocker arm for cracks
- 1.8      **PZL SZD 50-3 Puchacz**      SB BE-054/SZD-50-3/2003      (Mandatory)  
Inspection of rudder cable turn buckle  
Details sent to owners
- 1.9      **PZL SZD Pirat**      SB BR 025/82      (Mandatory)  
It has come to the attention of the BGA that Pirat gliders use the same style of alloy elevator fork as used in the Bocian. If an alloy fork is found fitted, it must be replaced as soon as possible for a steel fork end. At time of publication we only have the number, no detail.  
A review of Pirat SB's is underway

1.10 **Schleicher ASK 13** Reported by J Richard Kimberley  
 During repair or refurbishment, it is recommended to pack the lower edge of the fin against the side fuselage tubes. This will help prevent any downward deflection during a tail slam and preserve the elevator parallelogram dimensions. Applicable to other Schleicher types.

1.11 **Vintage gliders** Reported by Laurie Woodage  
 Various older types of gliders, mainly British types, use elastic Bungee cords in the control systems for centralisation or return forces. Over time these Bungee cords deteriorate and may lose elasticity or break. Be aware when inspecting older types and if necessary replace the Bungee cords. Look for thinning of the cord this may indicate that the internal elastic strands have broken leaving the outer sheath intact.

### **Engines**

1.12 **Rotax 912 & 914 Engines** SI18-1997 R4 (Mandatory)  
 Selection of motor oil and operating tips  
 Download SI from Rotax web site.

1.13 **Rotax 912 & 914 Engines** Reported by Geoff Bold  
 Continuing very expensive problems operating Rotax engines on leaded fuel also reported by other operators. Airworthiness Notice 98c allows for Unleaded fuel obtained from a garage forecourt to be used under certain conditions. Aircraft fitted with Rotax engines and with Unleaded fuel approved in the flight manual are able to use Unleaded fuel as per AWN 98c, Schedule 2, Group 1.

**It is very strongly recommended that, if approved, you use unleaded fuel in Rotax powered aircraft. If you can only obtain leaded fuel (Avgas) change to oil and filter at 25-hour intervals. See SI18-1997 R4 for approved oils.**

### **Equipment**

1.14 **TOST Tow releases** AD1989-018/3 (Mandatory)  
**Correction**  
 Tost specify 10,000 actuation's this is the equivalent to 2000 launches for private gliders with 5 actuation's per flight.  
 For training gliders, this should be reduced to 1250 flights, as an average of 8 actuation's per flight will be more realistic.  
 The BGA "on condition" for gliders registered before 28/9/03 is currently under review.

## Part 2 Modifications

None this issue.

## Part 3 General Matters

3.1 **CAA Paperwork for C of A renewals**  
 Many inspectors applying for Motor Glider C of A renewals are still using the incorrect paperwork.  
 For application to renew the C of A use AD200  
 For the renewal application itself use BGA 202

Both forms available on the BGA web site

### 3.2 **Seat Harnesses**

Recent accident reports have highlighted the importance of careful examination of seat harnesses fitted to aircraft during maintenance inspections.

One example is where a QR unit did not restrain the occupant in a nose down accident due to internal wear and damage. There was a suspicion that parts of the harness were not original, possibly made up from more than one assembly. Another example is where a shoulder strap broke under high energy and literally melted at the attachment to the structure. It is believed that a damaged edge may have propagated the breakage.

In the above two cases, the harness did not contribute to the cause of the accident.

The BGA has published AMP leaflet 4-8 for guidelines on inspection of seat harnesses. It is strongly recommended that all inspectors read this.

You can download a copy from the BGA web site or purchase from the BGA bookshop.

### 3.3 **Tug and Motor Glider initial C of A's**

If you are intending applying for an initial CAA C of A please be aware that the CAA will accept a current domestic C of A from an EU country in lieu of an Export C of A but either document must have been issued/renewed within 2 months of the CAA C of A application.

### 3.4 **Pawnee crankshaft problems (Lyc 0-540- )**

The crankshaft gear retaining bolt AD has been re-issued as FAA AD 2004-05-24 and the applicability has changed again – check your aircraft.

CAA AAD 006-07-94 REV6 for the internal inspection has been cancelled but you need to read LTO 2512 to get the full picture.

LTO's are available from the CAA web site [www.caa.co.uk](http://www.caa.co.uk) [safety] [Airworthiness] [Airworthiness Directives] [Letters to Operators] [LTO 2512]

### 3.5 **Cross connection of controls**

Extract from Air Cadet Gliding Bulletin.

“ an incident occurred when the crew of a Vigilant (Grob 109) noticed that when the differential brakes were applied from the left hand seat the brakes responded in opposite fashion i.e. left pedal – right brake etc! Engineering found that the brake master cylinder pipes had been wrongly connected after servicing.”

This highlights the need to check correct operation and correct sense after maintenance on any control system and not just flying controls.

#### Compliance Statement:

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

Airworthiness Notices, Contents issue 134

Mandatory Aircraft Modifications & Inspections Summary, issue

FAA Summary of Airworthiness Directives. Bi-weekly listing 2004-08

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

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