

British Gliding Association – Technical Committee**Technical News Sheet 08/04**

Part 1	<u>Airworthiness issues (all categories)</u>		
1.1	DG 100 series Rudder – lower mounting of the rudder	AD-D-2004-348, TN301/23	(Mandatory)
1.2	DG 200 series Rudder – lower mounting of the rudder	AD-D-2004-348, 323/14	(Mandatory)
1.3	DG 300 series Rudder – lower mounting of the rudder	AD-D-2004-348, TN359/21	(Mandatory)
1.4	DG 400 series Rudder – lower mounting of the rudder	AD-D-2004-348, TN826/44	(Mandatory)
1.5	DG 500 series Rudder – lower mounting of the rudder	AD-D-2004-348, TN348/18	(Mandatory)
1.6	DG 500M series Rudder – lower mounting of the rudder	AD-D-2004-348, TN843/21	(Mandatory)
1.7	DG 500MB Power plant – connection of the starter ring gear	AD-D-2004-347, TN843/22	(Mandatory)
1.8	DG 500M & MB series Power plant – primer drive	AD-D-2004-350, TN843/23	(Mandatory)
1.9	DG 600M series Rudder – lower mounting of the rudder	AD-D-2004-348, TN866/10	(Mandatory)
1.10	DG 800B Power plant – connection of the starter ring gear	AD-D-2004-347, TN873/22	(Mandatory)
1.11	DG 800B Power plant – primer drive	AD-D-2004-350, TN843/23	(Mandatory)
1.12	Grob Twin Astir Flight controls – Elevator lever replacement	AD-D-2004-292, MSB315-67	(Mandatory)
1.13	Schleicher Ka1, Ka2, Ka2b, Ka3, Rhonlercher II (Ka 4), Ka6 series, K7, K7 conversions, K8 series, K9, K10, ASK13 series, ASK 14, ASK 16, ASK 18 series and all variants of each type. BGA 042/07/2004 issue 2 Structural inspections		(Mandatory)
1.14	Schleicher Ka2, Ka2B, Ka6 series, K7, K7 conversions, K8 series, K9, ASK 13 series, ASK 18 series and all variants of each type as detailed in AD AD-72-7/3, BGA 043/07/2004 Elevator rib 1 inspection Inspection frequency from 3 years to 1 year between inspections.		(Mandatory)
1.15	PZL/SZD Pirat Clarification Replacement of alloy elevator vertical rod, lower fork end with steel fork (Published in TNS 04/04)	SB BR-025/82	(Mandatory)

Part 2 Modifications

None this issue

Part 3 General Matters**3.1** **BGA inspector renewal**

All BGA inspector authorisations expire on 30 September 2004. Please do not delay in renewing your authorisation. Complete form BGA 244 08/04 to renew. The renewal fee for 2004 is £23.

3.2 **SZD/PZL Glider spares and service**

Stan K has decided to retire from acting as the unofficial agent for SZD Jezow. We thank him for all his hard work building the revitalization during the past few years.

Until permanent arrangements are made in the UK, please contact the factory directly for spares and service.

Allstar PZL Glider, +48 33 496 55 12 www.szd.com.pl (Junior, Puchacz, Acro)
Zaklad Szybowcowy "Jezow" +48 75 713 21 59 www.szdjezow.com.pl

3.3 **Tugs operating under BGA M3**

Just as a reminder, it should be noted that, the BGA do not list AD's and mandatory service bulletins for tug aircraft in the TNS or Compendium. Most AD's and service information can be researched by using the internet from such web sites as the FAA, CAA, Astro control and from manufacturers sites. However if it is not possible to obtain these publications as downloads then it will be necessary to take out a subscription.

For information only; the most recent FAA AD that could potentially effect the majority of tugs concerns Lycoming engine crankshaft gear retaining bolts. The goal posts have been altered several times and the latest issue is AD 2004-05-24.

Lycoming have also redefined what constitutes a propeller strike and is detailed in AD 2004-10-14

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 286

FAA Summary of Airworthiness Directives. Bi-weekly listing 2004-17

Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, issue 353

Foreign Airworthiness Directives Vol III, issue 369

CAA Mandatory Permit Directives, issue 2004/1

Jim Hammerton
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