

British Gliding Association – Technical Committee**Technical News Sheet 04/05****Part 1 Airworthiness issues (all categories)**

- 1.1 **Centrair Pegasus 101** (information)
Reported by Martin Breen BGA Senior Inspector.
Automatic Elevator connector bolt too short and nut not in safety. Can easily be checked with Tailplane removed.
- 1.2 **Glasflugel Libelle** AD D-2005-118 (Mandatory)
201, 201B, 301, 301B.
Replacement of rudder gimball fork by 31 July 2005.
This AD cancels BGA inspection 044/02/2005 and the requirement for annual NDT inspection
AD details from LBA web site, details sent to owners.
- 1.3 **Grob Twin Astir** AD D-2004-292R1 (Mandatory)
Flight control – Elevator. Replacement of elevator lever.
AD details from LBA web site.
- 1.4 **Rolladen Schneider LS3** (Information)
Reported by Doug Jones, Bristol & Glos Gliding Club
Elevator control rod upper connection bolt fitter wrong way round causing partial jamming of elevator and restricted travel. Check clearance, one side has more clearance to allow for bolt tail.
- 1.5 **Rolladen Schneider LS3** (information)
Reported by John Lavery BGA Inspector, Ulster.
Elevator connection ball race failed. Fortunately they are two fitted. Check for cracks on the outer surface.
- 1.6 **Shempp Hirth Nimbus 3dT** (information)
Reported by Ian Moleseworth of Southdown Gliding Club
Unable to release from aerotow due to failed release control cable. The cable had corroded due to leaky “pee” tube under seat.
- 1.7 **Schempp Hirth Ventus** AD D-2005-136 (Mandatory)
Ventus 2c, 2cT, 2cM TN 349-29, 825-34
Horizontal stabiliser – Damage on upper side of leading edge. Inspection before 31 December 2005.
AD details from LBA web site
- 1.8 **Schleicher ASK 13** (information)
Reported by John Gilbert of Essex and Suffolk Gliding Club.
Aileron horn and balance weight support arm corroded requiring replacement.
Known problem of poor quality material and surface treatments. Check during C of A.

- 1.9 **Slingsby Sport Vega** (information)
 Reported by Mike Clarke of Upward Bound Trust
 Canopy opened in flight
 Canopy latching lever bent causing difficulty for the pilot to reach it and preventing canopy from fully latching. Damage possibly caused by ground handling with canopy open or not fully latched.
 Check over centre device works correctly and operating lever does not foul headrest in rearmost seat position.
- 1.10 **Sportine Aviacija LAK 17A** EASA AD 2005-0014 (Mandatory)
 Flight manual and Maintenance manual amendments.
 AD details from EASA web site.
- 1.11 **Swift S1** EASA AD 2005-0016 (Mandatory)
 Control column crack inspection.
 AD details from EASA web site.

ENGINES

- 1.12 **Engine life extensions in accordance with Airworthiness Notice 35.**
 If using AWN 35 to extend the life “on condition” it should be remembered that the aircraft may only be used for “Private Flying” and there are various limitations and checks to be carried out.
 If the engine requires extensive work then by condition of the extension the engine should be overhauled.

AWN 35 cannot be applied to the following engine types:

- Certain RR Gipsy Major engines
- Societe de Motorisations Aeronautique – All types
- Rotax – All types
- Thielert – All types
- Mid-West Engines – All types

The above engines installed in “G” registered aircraft must overhauled in accordance with the manufacturers recommendations.

Part 2 Modifications

- 2.1 **Current limiting devices**
 There has been a fashion recently to install current limiting devices on the output terminal of glider batteries. These units are a small bi-metallic switch that will disconnect if the rated current is exceeded, however the difference between these and circuit breakers is that current limiters are auto reset and are constantly looking for a connection and hence not fail-safe. Circuit breakers require a manual reset.
If auto resetting current limiting devices are used there must also be a fuse fitted in the circuit rated slightly higher than the limiter but within the current capacity of the electrical system.

3.1 Airworthiness Notices

Issue 136 has now been published, please update your copy.

3.2 Unapproved Parts Notification

The CAA recently published a notice advising of a significant number of unapproved parts in circulation. Fortunately for BGA operators it is confined to transport aircraft. However it is a reminder to only fit either approved parts on "G" reg aircraft or on BGA gliders (pre 28/9/03) parts from trusted sources and of aviation quality.

3.3 C of A paperwork for Motor Gliders and Tugs has changed.

With the introduction of EASA standard C of A's the paperwork for renewal of "G" reg aircraft has changed – please see below.

You will notice "Gliders" included on the paperwork. This is not yet being used but in readiness for next September when we expect the change to take place.

▪ Motor Glider C of A renewals

Please only use the latest edition of the BGA 202 (04/05) when recommending the renewal of Motor Glider C of A's. A copy is available on the BGA web site, AMP Manual Leaflet 1-3. Please destroy all old copies

▪ Tug C of A renewals

Please only use the latest edition of CAA form AD202NR dated 040105 and available on the CAA web site. Please destroy all old copies

3.4 Motor Glider & Tug Flight testing for C of A renewal

Please note that the Certificate of Fitness For Flight under "A" conditions is being withdrawn with effect from 1 June 2005.

After that date if the C of A has expired and you need to fly the aircraft you will need an EASA permit to fly. See AW Notice 9.

3.5 Marking of controls

A recent survey of an aircraft has highlighted some ambiguous and non-marked controls and switches. It is required that all cockpit controls other than primary flight controls be marked with Identification, Function and method of operation

This may be pictorial or words but it must be clear to someone unfamiliar with the aircraft, what each control or switch does, how it works and current status (ON/OFF, Open/Closed, UP/DOWN etc.) and be the correct colour if applicable. CS-22. 777 to 781 and CS-22.1555 to 1563.

Placards and markings are to be checked as part of the C of A check.

3.6 CAA Publications

For all CAA publications Please contact:
TSO, Po Box 29, Norwich, NR3 1GN.
0870 600 5522

www.tso.co.uk/bookshop

Compliance Statement:

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

Airworthiness Notices, Contents issue: 136

CAA CAP 747 Mandatory Requirements for Aircraft issue: 2 amendment: 4/2005

State of Design Airworthiness Directives review date: 29 April 2005

For reference:

Mandatory Aircraft Modifications & Inspections Summary, issue 287 Final issue – continued in CAP 747

FAA Summary of Airworthiness Directives. Bi-weekly listing 2005-08

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

Foreign Airworthiness Directives Vol III, issue 372 Final issue – continued in CAP 747

CAA Mandatory Permit Directives, issue 2004/2

Jim Hammerton
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