



## British Gliding Association - Technical News Sheet

Issue 1-2007

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### Airworthiness Information

- 1. Aeromot AMT-200, 200S, 300** **AD 2007-01-01 ASB 200-71-106 (Mandatory)**  
(including AMT-100 modified to AMT-200 standard)  
Engine coolant change for Rotax engines.  
[http://www.easa.eu.int/doc/Certification/Airwor\\_Directives/AD\\_Foreign/2007-01-01.pdf](http://www.easa.eu.int/doc/Certification/Airwor_Directives/AD_Foreign/2007-01-01.pdf)
- 2. DG-1000T** **AD 2007-0040, TN1000/09 (Mandatory)**  
Engine control unit - Software update, Flight and Maintenance Manual revisions  
[http://ad.easa.eu.int/blob/easa\\_ad\\_2007\\_0040.pdf/AD\\_2007-0040\\_1](http://ad.easa.eu.int/blob/easa_ad_2007_0040.pdf/AD_2007-0040_1)
- 3. LAK 12** **(Information)**  
15 year life with single 5 year extension limitation (20 years) has been suspended by BGA pending action by EASA on certification category. BGA aircraft that have reached the end of the 5 year extension may continue to operate for a further extension on completion of a further 5 year extension inspection until 28 September 2008 when EASA will have resolved the issue.
- 4. Piper Pawnee and Cub** **(Advisory)**  
Reported by RAF GSA, Halton  
On 3 aircraft the flap operating bell cranks at the attachment of the flap rod were found cracked on the fork. Possible causes are over tightening of the countersunk bolt used to retain the flap rod bearing or insufficient spacing washers fitted.  
The same crank is used in both Pawnee and Cub aircraft.  
<http://www.gliding.co.uk/bgainfo/technical/news.htm>
- 5. Schleicher ASW 28-18E** **AD 2007-0042, TN 2 (Mandatory)**  
RPM sensor, fuel pump & Instrument hardware improvements  
[http://ad.easa.eu.int/blob/easa\\_ad\\_2007\\_0042.pdf/AD\\_2007-0042\\_1](http://ad.easa.eu.int/blob/easa_ad_2007_0042.pdf/AD_2007-0042_1)
- 6. Schleicher K8** **(Advisory)**  
Elevator control arms incorrectly assembled. Input bearing assembled in upper holes and distance piece fitted in lower holes causing excessive play in drive rod to elevator connection.
- 7. Schleicher ASK21** **(Advisory)**  
Reported by Michael Powell, Anglia Gliding Club  
Rear canopy opened in flight but failed to detach from aircraft (Transparency blew out)  
Several factors.  
1 Front /rear canopy interlocks probably ineffective. Check for wear and operation during C of A.  
2 Weak points failed to operate. Possible repair. See TNS 5-2006 for reports of broken weak points in service.

8. **Socata Rallye 180T** (Advisory)  
 Reported by Charles Boucher, Herefordshire Gliding Club  
 Elevator hinge bracket found cracked. Loss could lead to partially detached elevator.  
 Photograph on BGA web site "Technical News"  
<http://www.gliding.co.uk/bgainfo/technical/news.htm>
9. **Stemme S 10-V & S 10-VT** AD 2006-0373R1-E (CORR) (Mandatory)  
**CORRECTION**  
 Correction to AD published in TNS 6-2006.  
[http://ad.easa.eu.int/blob/easa\\_ad\\_2006\\_0373\\_R1\\_E\\_Corrected.pdf/EAD\\_2006-0373R1-E\\_1](http://ad.easa.eu.int/blob/easa_ad_2006_0373_R1_E_Corrected.pdf/EAD_2006-0373R1-E_1)

## ENGINES

10. **Rollason RS2** (Advisory)  
 Reported by Stu Hoy, Anglia Sailplanes.  
 Crankshaft cracked at propeller flange mounting taper and keyway
11. **Rotax 912 & 914 series** AD 2007-0025, SB-912-029R3, SB-914-018R3 (Mandatory)  
 Crankcase inspections  
[http://ad.easa.eu.int/blob/easa\\_ad\\_2007\\_0025.pdf/AD\\_2007-0025\\_1](http://ad.easa.eu.int/blob/easa_ad_2007_0025.pdf/AD_2007-0025_1)
12. **Solo 2 625** AD 2007-0001R1-E (Mandatory)  
 Propeller slip clutch inspection/modification  
[http://ad.easa.eu.int/blob/easa\\_ad\\_2007\\_0001\\_R1\\_E.pdf/EAD\\_2007-0001R1-E\\_1](http://ad.easa.eu.int/blob/easa_ad_2007_0001_R1_E.pdf/EAD_2007-0001R1-E_1)
13. **Solo Engine** (Advisory)  
 Reported by Dave Strange, The Park.  
 Starter Ring gear found cracked in two places from mounting bolt holes.  
 Reported some time ago anticipating manufacturer action. None so far.

## EQUIPMENT

14. **Tost Tow Line Retractor** (Advisory)  
 Reported by Paul Moslin, RAF GSA  
 Excessive wear found on weak link and bolt inside end stop/link carrier. Weak link is not readily visible for inspection. Recommend 150 hour inspections.

## General Information

- EASA Safety Information Notice 2007-01**  
 Use of Automotive Gasoline (Mogas) containing Bio-Ethanol  
[http://www.easa.eu.int/doc/Certification/Safety\\_Info\\_Reports/Safety%20Information%20Notice%202007-01.pdf](http://www.easa.eu.int/doc/Certification/Safety_Info_Reports/Safety%20Information%20Notice%202007-01.pdf)
- Lifed seat harnesses**  
 The Technical Committee has confirmed that lifed seat harnesses fitted to some gliders may remain in service "on condition" provided the following conditions are met:

- There was no Airworthiness Directive Mandating replacement
- The seat harnesses were not made from Natural materials
- The harnesses were in good condition
- The harnesses were not involved in an accident where they could have been taken above their proof strength
- The option to change was not required by the aircraft owner.
- Seat harnesses should be inspected in accordance with BGA AMP leaflet 4-8

This life concession is part of the BGA GMS Maintenance programme

### 3. **K13 and Spinning.**

The BGA Technical Committee has confirmed that Spin training is allowed in K13 gliders whilst operating in the extended weight range. It should be noted that it may be easier to reach the airframe limits whilst flying at increased weights. It is an operational and pilot training matter.

The ruling of no Aerobatics whilst in the extended weight range still applies. Spinning is not regarded as aerobatic by the BGA Technical Committee.

### 4. **Placarding**

The required placards to be displayed in a glider are determined by the manufacturer and the certifying authority, in the case of BGA gliders, the BGA.

An inspector does not have the authority to restrict the limitations of a glider without the authority of the BGA. if an owner wishes optionally to restrict the limitations of a particular aircraft, he is within his right to do so but it is not a mandatory placard

#### Compliance Statement:

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

CAA CAP 455 Airworthiness Notices, Contents issue: 139

CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 2/2007

State of Design Airworthiness Directives review date: 28 February 2007

#### For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2007-04

EASA Airworthiness Directives review date: 28 February 2007

CAA CAP 474 Foreign Airworthiness Directives issue: 372

CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary issue: 287

CAA CAP 661 Mandatory Permit Directives, issue 2006/2

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