



British Gliding Association - Technical News Sheet

Issue 5-2006

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Airworthiness Information

1. **Binder ASH 25 EB 28** **AD 2006-0218E** **(Mandatory)**
Flight envelope limitations
http://ad.easa.europa.eu/blob/easa_ad_2006_0218_E.pdf/EAD_2006-0218-E_1

2. **Piper PA25 series** **AD RA 2006-06-01, SB 25/53/03** **(Mandatory)**
Argentinean AD Classified as mandatory by EASA
Inspection of tail plane mounting tubes for corrosion and cracks
AD not included in BGA Listing.
http://www.easa.eu.int/doc/Certification/Airwor_Directives/AD_Foreign/RA%202006-06-01.pdf

3. **Rolladen-Schneider LS4b** **(Information)**
Reported by John Hull of Wyvern Gliding Club
Undercarriage collapse due to failed rod end in folding mechanism.

4. **Schempp-Hirth Duo Discus** **AD 2006-0294-E, TN 890-8** **(Mandatory)**
Propeller Hub – Inspection and overhaul
http://ad.easa.europa.eu/blob/easa_ad_2006_0294_E.pdf/EAD_2006-0294-E_1

5. **Schempp-Hirth Nimbus 4DT** **AD 2006-0294-E, TN 868-11** **(Mandatory)**
Propeller Hub – Inspection and overhaul
http://ad.easa.europa.eu/blob/easa_ad_2006_0294_E.pdf/EAD_2006-0294-E_1

6. **Slingsby T21** **(Information)**
Notification from Technical Committee
For C of G release hook installation approved under BGA Modification BGA 2005/03 a BLUE weak link is approved (600 daN = 1320 lbs)

7. **Schleicher ASK21** **(Information)**
Reported by Jim Heath, Southdown Gliding Club
Two aircraft with rear canopy support arms cracked. Cracks occur at the cross drilled weak points for canopy jettison. Repair is by replacement. Do not reinforce drilled area as it is designed to break in the event of canopy jettison.
The use of 5/8OD thin wall 4130 tube proved a perfect internal sleeve for joining new replacement partial frame. Super glue in position on aircraft and then remove for welding.

8. **Stemme S10, S10-V, S10-VT** **AD 2006-0310-E, SB A31-10-077** **(Mandatory)**
Engine fuel connector inspection and replacement
http://ad.easa.europa.eu/blob/easa_ad_2006_0310_E.pdf/EAD_2006-0310-E_1

EQUIPMENT

17. Electrical rocker switches
Carling Technologies Inc. AD 2006-0274 (Mandatory)
 Inspection of electrical switches
http://ad.easa.europa.eu/blob/easa_ad_2006_0274.pdf/AD_2006-0274_2
18. Parachutes
Parachutes de France Techno 240 AD 2006-0160-E (Mandatory)
 Reserve parachute – Mandatory packing, modifications, slider and steering lines replacement
http://ad.easa.europa.eu/blob/easa_ad_2006_0160_E.pdf/EAD_2006-0160-E_1
19. Parachutes
PARACHUTE SHOP AD 2006-0279 (Mandatory)
 Certain parachutes removed from service if manufactured after 1 Jan 2001.
http://ad.easa.europa.eu/blob/easa_ad_2006_0279.pdf/AD_2006-0279_2

Modifications

1. Instruments

We are continually being asked about instrument fits in new gliders. To clarify the current situation;

The “required instruments” as in CS 22.1303, (ASI and Altimeter for a simple glider, no aerobatics and no water) must be released on all post 9/2003 aircraft. This applies to both cockpits for tandem gliders.

Other “Soaring” equipment (Varios, Loggers, GPS etc) need not be released.

All equipment will eventually be required to be installed under an approved modification, both released and non released items.

If the instruments are fitted by the factory or prior to import and are included in the EASA form 52 Statement of Conformity and equipment list, or prior to the domestic or Export C of A being issued for used aircraft, the mod is deemed to be approved.

If the panel or part panel is fitted after import and after the transfer documents have been issued then that part or whole will require mod approval before the aircraft is issued with an EASA C of A - sometime starting in 2007.

The BGA is currently looking at ways we may be able to assist owners in getting their mods approved. We do not have firm details at this time, however there will be some cost element to owners for mod approval.

General Information

1. Re-use of stiff nuts

If re-using stiff nuts - Nylon Insert, K-lock, or any other type, the friction torque **MUST** be checked when refitting the nut to ensure it has not reduced to an extent where the nuts are no longer safe to use. It is recommended that stiff nuts, especially Nylon insert, are replaced every time but it is recognised that more expensive nuts may be reused, but only if serviceable.

2. Substitution of Castellated nuts and split pins with stiff nuts

A BGA standing instruction allows for the use of stiff nuts in place of castellated nuts and split pins where the nut can be done up tightly.

This instruction is not to be used on any assembly where there is any movement of the component parts, any joint that cannot be done up tightly or where a castellated nut and split (cotter) pin is specified by the manufacturer in the maintenance manual or by Airworthiness Directive or service bulletin (TN, TB, TI, etc.).

3. Rigging and Control Checks

We continue to receive reports that gliders are not being rigged and control checks carried out during, or on completion of, Annual maintenance.

It is a BGA Mandatory requirement that every glider is rigged and the control deflections are checked and recorded at each Annual C of A inspection.

See BGA GMS task 54. The results should be compared with previous records and MM limits to assess any changes.

4. Foreign Airworthiness Directives

AD's such as the PA25 AD (item 2) are published by EASA but not in the main AD section.

Go to EASA home page <http://www.easa.eu.int/home/> and on the left menu select "Certification" on the drop down menu, select "Airworthiness Directives" scroll down and there links to the various sections. Unfortunately, the AD listings are not particularly clear and careful scrutiny is required to research.

5. CAA Airworthiness Notices (CAP 455)

Complimentary copies of Airworthiness Notices have been discontinued. Now only available as free download from the CAA web site or purchase from TSO.

<http://www.caa.co.uk/docs/33/CAP455.PDF> & <http://www.tso.co.uk/>

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: 10/2006

State of Design Airworthiness Directives review date: 6 November 2006

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2006-22

EASA Airworthiness Directives review date: 6 November 2006

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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