



British Gliding Association - Technical News Sheet

Issue 2-2008

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Airworthiness Information

1. **Apex Aircraft DR400** AD 2008-0039 **(Mandatory)**
DC generation – Voltage regulator ,modification IFR & Night operation restricted
http://ad.easa.europa.eu/blob/easa_ad_2008_0039.pdf/AD_2008-0039_1
2. **DG1000 ALL** AD 2007-0316R1-E **(Mandatory)**
Flight controls – elevator bell crank pivot bolt inspection & modification
http://ad.easa.europa.eu/blob/easa_ad_2007_0316R1E_correction.pdf/EAD_2007-0316R1-E_1
3. **Piper PA18 & PA25** **(Information)**
Feedback request
In January 2007 we reported 3 cases of cracked flap operating bell cranks at the control rod fork with a request for feedback. To date we have not received any further reports. Please can you report to the CTO any further cases of cracking to enable the CAA to close the investigation or take appropriate action, if required. Please submit feedback reports by 30 May 2008.
<http://www.gliding.co.uk/bgainfo/technical/news.htm>
4. **Piper PA18 Super Cub** **(Advisory)**
Reported by John Giddins of Banbury Gliding Club
Stabiliser jack screw found broken at approximately mid point. There was no obvious reason for the failure. If any other operators have experienced similar failures please either report to CTO (BGA clubs) or directly to CAA.
5. **Schleicher ASW 22 series** AD 2008-0059 **(Mandatory)**
Flight controls – Flap control lever inspection/replacement
http://ad.easa.europa.eu/blob/easa_ad_2008_0059.pdf/AD_2008-0059_1
6. **Schleicher ASH 25 series** AD 2008-0059 **(Mandatory)**
Flight controls – Flap control lever inspection/replacement
http://ad.easa.europa.eu/blob/easa_ad_2008_0059.pdf/AD_2008-0059_1
7. **Schleicher ASH 25** **(Advisory)**
Reported by Terry Slater at Tango 2 Ltd.
During inspection I.A.W. AD 2008-0059, flap lever found bent.
8. **Scheibe SF25 A, B & E** **(Information)**
Due to transfer to EASA C of A, the previous CAA C of A conditions pages will be withdrawn at next C of A renewal. It will be necessary to obtain an up-to-date, English flight manual prior to the C of A renewal. If you have a manual you can check the issue and revision status on the Scheibe Aircraft web site.
http://www.scheibe-aircraft.de/TM%20LTA/Handbuch/handbuchliste_en.htm

9. **SN Centrair SNC34C Alliance** AD 2008-0057 **(Mandatory)**
 Wings – wing root ball joint supports inspection
http://ad.easa.europa.eu/blob/easa_ad_2008_0057_E.pdf/EAD_2008-0057-E_1
10. **Stemme S10-VT** AD 2008-0053 **(Mandatory)**
 Fuel – Fuel connectors and single ear clamps inspection
http://ad.easa.europa.eu/blob/easa_ad_2008_0053_E.pdf/EAD_2008-0053-E_1

Engines

11. **Rotax 912** AD 2008-0316 R1 **(Mandatory)**
 Engine – Magnetic plug inspection
http://ad.easa.europa.eu/blob/easa_ad_2006_0316_R1.pdf/AD_2006-0316R1_1

General Information

CAA LAMP – Further info

Motor gliders and Tugs completing a C of A renewal should convert to the LAMP once the C of A renewal has been completed. This means that the first check using the LAMP will be the next 50 hour or 6 month.

TSO are now sending out copies of the LAMP to all UK registered owners. Please remember to complete the front cover with the aircraft details and also complete the owners statement in section 2 foreword. The copy of the LAMP should be kept with the aircraft log books.

Please note the LAMP is not applicable to Annex II aircraft. (e.g. SF24, Piper Cub, DH Chipmunk) These aircraft should continue to CAA LAMS/A/1999.

Batteries

Unless approved by the Type Certificate holder or EASA any type of battery other than Lead Acid (Gel) is not approved for use as a main or engine glider battery. See engineering news for further info.

Compliance Statement:

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

CAA CAP 455 Airworthiness Notices, Version: 31 March 2008

CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 04/2008

State of Design Airworthiness Directives review date: 30 April 2008

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2008-09

EASA Airworthiness Directives review date: 30 April 2008

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

CAA CAP 661 Mandatory Permit Directives, issue 2008/1

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