



## British Gliding Association - Technical News Sheet

**Issue 3-2008**

**Date: 07/07/2008**

### **Airworthiness Information**

- 1. Centrair ASW 20F** **(Advisory)**  
Reported by Tim Macfadyen, Bristol & Glos GC.  
Flap lever spring came out of location hole – unable to secure flaps in any position.  
Check for distortion and security.  
Applicable to similar ASW 20 models
  
- 2. DG 500 MB** **(Mandatory)**  
AD 2008-0095, TN 843/27  
Powerplant – Extension Retraction Mechanism – Modification  
[http://ad.easa.europa.eu/blob/easa\\_ad\\_2008\\_0095.pdf/AD\\_2008-0095\\_1](http://ad.easa.europa.eu/blob/easa_ad_2008_0095.pdf/AD_2008-0095_1)
  
- 3. SZD 50-1 Junior** **(Advisory)**  
Reported by Dave Allan, York Gliding Club  
Elevator trim spring broken causing a restriction of the elevator rod by fouling of trim spring and mounting bolts. Failure occurred at transition from straight leg into wound spring.  
Inspection of spring and orientation of mounting bolts strongly recommended.

### **Engines**

- 4. Rotax 912 A, F, S, CORRECTION** **(Mandatory)**  
AD 2006-0316 R1,  
ASB & SB 912-051  
Engine magnetic plug inspections  
[http://ad.easa.europa.eu/blob/easa\\_ad\\_2006\\_0316\\_R1.pdf/AD\\_2006-0316R1\\_1](http://ad.easa.europa.eu/blob/easa_ad_2006_0316_R1.pdf/AD_2006-0316R1_1)
  
- 5. Rotax 914 F** **(Mandatory)**  
AD 2006-0316 R1  
ASB & SB 914-034  
Engine magnetic plug inspections  
[http://ad.easa.europa.eu/blob/easa\\_ad\\_2006\\_0316\\_R1.pdf/AD\\_2006-0316R1\\_1](http://ad.easa.europa.eu/blob/easa_ad_2006_0316_R1.pdf/AD_2006-0316R1_1)

### **General Information**

#### **1. Control Deflections**

As a reminder to all inspectors, it is BGA policy to require the rigging of gliders and checking (and recording) of flying control deflections at Annual / C of A inspections.

There are several very good reasons for this check – here are some....

- To ensure there is no hidden damage or wear
- To check total system play and stiffness
- To check ease of rigging

- To check control restrictions from any source
- To check system operation and interaction
- Confidence check on completion of maintenance.

## 2. BGA Extended weight operation

Some minor corrections have been made to BGA Mod 2007/02 to clarify the use of water ballast. Copy attached.

### Compliance Statement:

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

CAA CAP 455 Airworthiness Notices, Version - March 2008

CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 06/2008

State of Design Airworthiness Directives review date: 07 July 2008

### For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2008-13

EASA Airworthiness Directives review date: 07 July 2008

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

CAA CAP 661 Mandatory Permit Directives, issue 2008/1

### Maintenance Programme:

CAA/LAMS/A/1999. Issue 2, amendment 0

CAA/LAMP/A/2007, Issue 1, amendment 1

BGA GMS, Issue 1, amendment 1

Jim Hammerton

Chief Technical Officer


# British Gliding Association

## Major Modification Application – Glider/SSS.

For mod applications on pre 28/9/07 gliders only



BGA Mod No.  
**BGA 2007/02**  
 BGA USE ONLY

|  |  |  |   |
|--|--|--|---|
| Aircraft Type <b>Various</b>   | Name & Address of applicant<br><b>BGA Generic Modification</b> |  | Applicants Mod Number<br><b>BGA 2007/02</b> |
| Reg. No. <b>BGA</b>  | Tel  |  | Issue No <b>2</b>                           |
| Serial No  |  |  | Date <b>26/06/2008</b>                      |
| <p>Details of Modification (use continuation sheets if necessary)</p> <p><b>To approve the BGA extended weight operation on BGA approved types.</b></p> <p><b>Details of aircraft types and limitations are in the applicable BGA Data Sheet.</b></p> <p><b>This modification allows an increase of up to 3% of max weight without <b>water</b> (and an increase of up to 5% of non lifting parts when specified)</b></p> <p><b>The Max weight with water ballast may not be increased by this modification</b></p> <p><b>The aircraft is classified as NON AEROBATIC whilst operating in the extended weight category.</b></p> <p><b>Only pre 28 September 2007 BGA Gliders may use the BGA Extended Weight Operation.</b></p> <p><b>Flight Manual Supplement: BGA 208</b></p> <p><b>Issue 2 clarifies the use of water ballast</b></p> |  |  |   |
| <del>Suitable for installation on this aircraft only *</del><br><b>Suitable for installation on any other glider as specified on the BGA Data Sheet</b>  |  | Limitations, Conditions, Exemptions<br><b>See Data Sheet</b> |   |
| Weight & C of G Schedule <b>Yes</b>  | Flight Manual Amendment <b>Yes</b>                             | Maintenance Manual Amendment <b>No</b>                       | Electrical Load Analysis <b>N/A</b>         |
| Modification Instructions <b>N/A</b>   | Modification Drawings <b>N/A</b>                               | Parts list <b>N/A</b>  | Published in TNS. <b>N/A</b>                |
| <p>Can this modification be passed on to interested members within the BGA? Yes <del>No</del><br/> <del>Or. All enquires to be directed to originator.</del> (The former will apply if no preference is shown)</p>   |  |  |   |
| <p>The above modification has been approved for incorporation on gliders/SSS registered with the BGA prior to 28/09/2007 only.</p> <p>Name of BGA investigating engineer...<b>Technical Committee..</b></p> <p>BGA Technical Committee approval Yes <del>No</del>* Report Completed <del>Yes/No</del> <b>N/A</b>*</p>  |  |  |   |
| * Signed...  ...Hammerton.....For BGA   |  | Date...18/10/2007...   |   |