



British Gliding Association - Technical News Sheet

Issue 5-2007

Date: 7/11/2007

Airworthiness Information

1. Aircraft Industries (LET) L23 Super Blanik AD 2007-0261 **(Mandatory)**
Flight controls – Control sticks and bridge inspection/replacement
http://ad.easa.europa.eu/blob/easa_ad_2007_0261.pdf/AD_2007-0261_1
2. Aircraft Industries (LET) L13 Blanik **(Advisory)**
Reported by Ken Martin, Herefordshire Gliding Club
Rudder control push-pill rod found bent and rubbing on control stick. It is suspected that a hand rudder control for disabled pilots may have initiated the problem – still under investigation.
3. ALLSTAR PZL SZD-50-3 PUCHACZ AD 2007-0275-E **(Mandatory)**
Flight controls – Bolt of the airbrake intermediate control lever inspection/replacement
http://ad.easa.europa.eu/blob/easa_ad_2007_0275E.pdf/EAD_2007-0275-E_1
4. ALLSTAR PZL SZD-50-3 PUCHACZ **(Advisory)**
Reported by Brian Griffin, Trent Valley Gliding Club
Further report of air brake cross tube actuating arm failure. Re inspect on an annual basis (BGA inspection 024/10/2001 issue 1 refers)

General Information

1. Solo engine maintenance
To clarify the overhaul and life limitation of SOLO engines and Technoflug propellers fitted into powered sailplanes
The 5 year overhaul of the engine has been deleted and replaces with a special inspection at 5 year intervals. This is "ON CONDITION"
There is also a 200 hour engine overhaul requirement running concurrently, however there is no calendar limitation.
There is a 200 hour overhaul of the Technoflug propeller.

To summarise,
every annual (C of A) there is a normal inspection,
every 5 years there is a special engine inspection
every 200 hours an overhaul of the engine and propeller is required.

The special inspection is a maintenance activity so a BGA inspector with Self Sustainer rating can carry out the work. Overhaul is outside the BGA authorisation and the engine or propeller must be returned to the manufacturer or approved overhaul facility.
Details are on the Schempp-Hirth web site
<http://www.schempp-hirth.com/index.php?id=105&L=1>

2. Extended weight mods

To satisfy the EASA requirements we have produced two modifications to allow the use of the BGA extended weight on pre transition gliders after transition to EASA C of A. Mod numbers BGA 2007/01 for ASK 13 and K7, BGA 2007/02 for all other gliders.

Eligibility and detail is detailed in the BGA data sheets.

To use the extended weight you must declare the modification as part of the transition process

Mods reproduced on pages 3 & 4.

3. BGA C of A renewal

To assist with the glider transition process the BGA is renewing BGA C of A's up to 28 September 2008 on receipt of the transition pack. This is save any confusion of what C of A's need extending or not whilst the transition is processed. As soon as the new EASA C of A is issued it will overwrite the BGA C of A.

This does not affect the transition process in any way but provides assurance to owners that they are able to continue flying whilst the paperwork is processed.

Compliance Statement:

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

CAA CAP 455 Airworthiness Notices, Contents date: 31 October 2007

CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 10/2007

State of Design Airworthiness Directives review date: 06 November 2007

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2007-22

EASA Airworthiness Directives review date: 06 November 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 2007/2

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 2007/01
 BGA USE ONLY

Aircraft Type Schleicher K7 and ASK 13	Name & Address of applicant BGA Generic Modification	Applicants Mod Number BGA 2007/01
Reg. No. BGA	Tel	Issue No 1
Serial No		Date 18/10/2007

Details of Modification (use continuation sheets if necessary)

To approve the BGA extended weight operation on BGA Alexander Schleicher K7 and ASK 13 types only.

Details of aircraft types and limitations are in the applicable BGA Data Sheet.

This modification allows an increase of up to 10% of max weight.

The aircraft is classified as NON AEROBATIC whilst operating in the extended weight category.

Only pre 28 September 2007 BGA Gliders may use the BGA Extended Weight Operation.

Flight Manual Supplement: BGA 208


Suitable for installation on this aircraft only * Suitable for installation on any other K7 or ASK 13 glider as specified on the BGA Data Sheet		Limitations, Conditions, Exemptions See Data Sheet	
Weight & C of G Schedule Yes	Flight Manual Amendment Yes	Maintenance Manual Amendment No	Electrical Load Analysis N/A
Modification Instructions N/A	Modification Drawings N/A	Parts list N/A	Published in TNS. N/A

Can this modification be passed on to interested members within the BGA? Yes ~~No~~
~~Or. All enquires to be directed to originator.~~ (The former will apply if no preference is shown)

The above modification has been approved for incorporation on gliders/SSS registered with the BGA prior to 28/09/2007 only.

Name of BGA investigating engineer... **Technical Committee..**

BGA Technical Committee approval Yes ~~No~~* Report Completed ~~Yes~~/~~No~~/N/A*

Signed...  ...Hammerton.....For BGA

Date...18/10/2007...

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 Various	Name & Address of applicant BGA Generic Modification	Applicants Mod Number BGA 2007/02
Reg. No. BGA	Tel	Issue No 1
Serial No		Date 18/10/2007


Details of Modification (use continuation sheets if necessary)

To approve the BGA extended weight operation on BGA approved types.**Details of aircraft types and limitations are in the applicable BGA Data Sheet.****This modification allows an increase of up to 3% of max weight (and an increase of up to 5% of non lifting parts when specified)****The aircraft is classified as NON AEROBATIC whilst operating in the extended weight category.****Only pre 28 September 2007 BGA Gliders may use the BGA Extended Weight Operation.****Flight Manual Supplement: BGA 208**

Suitable for installation on this aircraft only * Suitable for installation on any other glider as specified on the BGA Data Sheet		Limitations, Conditions, Exemptions See Data Sheet	
Weight & C of G Schedule Yes	Flight Manual Amendment Yes	Maintenance Manual Amendment No	Electrical Load Analysis N/A
Modification Instructions N/A	Modification Drawings N/A	Parts list N/A	Published in TNS. N/A

 Can this modification be passed on to interested members within the BGA? Yes ~~No~~
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Name of BGA investigating engineer... **Technical Committee..**BGA Technical Committee approval Yes ~~No~~* Report Completed ~~Yes/No~~ N/A*Signed...  ...Hammerton.....For BGA

Date...18/10/2007...