



British Gliding Association - Technical News Sheet

Issue 1-2009

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Airworthiness Information

1. **Apex Aircraft (Robin) DR400 series** AD 2007-0071R1 **(Mandatory)**
Wings - Main spar and fabric covering - reinforcement / modification / inspection
http://ad.easa.europa.eu/blob/easa_ad_2007_0071R1.pdf/AD_2007-0071R1_1
2. **Schempp Hirth Janus C** AD 2009-0054, TN 295-32 **(Mandatory)**
Horizontal and Vertical Stabilisers - balance weights and hinge moments of the elevator and rudder - inspection/check
http://ad.easa.europa.eu/blob/easa_ad_2009_0054.pdf/AD_2009-0054_1
3. **Schempp Hirth Janus CT** AD 2009-0054, TN 809-18 **(Mandatory)**
Horizontal and Vertical Stabilisers - balance weights and hinge moments of the elevator and rudder - inspection/check
http://ad.easa.europa.eu/blob/easa_ad_2009_0054.pdf/AD_2009-0054_1
4. **Schempp Hirth Nimbus 4DM** AD 2009-0033, TN 868-18 **(Mandatory)**
Powerplant System - Attach fittings - Exchange of attachment bolts
http://ad.easa.europa.eu/blob/easa_ad_2009_0033.pdf/AD_2009-0033_1
5. **Schempp-Hirth Ventus 2cM** AD 2009-0034, TN 825-47 **(Mandatory)**
Powerplant System - Attach fittings - Exchange of attachment bolts
http://ad.easa.europa.eu/blob/easa_ad_2009_0034.pdf/AD_2009-0034_1

6. **Schempp-Hirth Duo Discus** **(Advisory)**
Reported by Stuart Clay, Lasham.
Automatic Airbrake self connecting coupling cracked possibly due to over zealous rigging. Applicable to other automatic connectors.



7. **LAK 12 Glider Cable Inspections** **(Advisory)**
Report from New Zealand
Highlights the need for careful inspection of cables especially spliced ends and corrosion over long periods of time.
Applicable to other gliders with spliced cables.



8. **Pilatus B4 Under Carriage lever broken** **(Advisory)**



Reported by John Giddins, Bicester
 Under carriage collapsed during tow out. Locating and drive
 Tubular rivet failed and split collar. Known weakness in
 this design

9. ASK 21 Canopy interlock

(Advisory)

During a recent Airworthiness review it was noted that the front/rear canopy interlock nylon leavers were missing on a paddle latch ASK 21.

It is know that the nylon interlock wears easily however they must be serviceable as without the interlock working correctly it is very easy to leave the rear canopy unlocked when flying solo with subsequent loss of canopy!.

A tip from the experts: when replacing the nylon interlocks they need adjusting by trimming the rear block to improve effectiveness of the interlock.

General Information

1. A reminder that the ARC renewal interim process ends on 30 April 2009. Any airworthiness reviews after then will need to be carried out by a BGA Chief Engineer with ARC Signatory authorisation where he will carry out the review and issue the ARC.
2. Please refer to the BGA web site (or telephone office) for the correct airworthiness fees. Incorrect fees mean the particular application will be returned to the aircraft owner with a request for correct payment.
3. BGA Chief Engineers with "ARC Signatory" status should now be carrying out their own airworthiness reviews and issuing Airworthiness Review Certificates in accordance with AMP 2-11. Those inspectors who are ARC Signatories will have received a replacement inspector certificate together with the restricted web site log on.

Compliance Statement:

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

CAA CAP 455 Airworthiness Notices, Version

CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 3/2009

State of Design Airworthiness Directives review date: 02 APRIL 2009

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2009-07

EASA Airworthiness Directives review date: 02 APRIL 2009

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

CAA CAP 661 Mandatory Permit Directives, issue 2009/1

Maintenance Programme:

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

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

BGA GMS, Issue 1, amendment 1

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