

**British Gliding Association - Technical News Sheet****Issue 4-2009****Date: 04/11/2009****Airworthiness Information**

1. **All-star PZL SZD-59 ACRO** AD 2009-0210 **(Mandatory)**
SB BE-01-/SZD-59/2009 revision 1
Fuselage front frame – inspection/repair/modification
Supersedes AD 2009-0140-E
http://ad.easa.europa.eu/blob/easa_ad_2009_0210.pdf/AD_2009-0210_1
2. **SN Centrair 101 Pagase** SB 101-30 **(Recommended)**
Inspection of seat harness attachment
For SB details contact SN Centrair
3. **SN Centrair 101 Pagase** SB 101-31 **(Recommended)**
Inspection/reinforcement of rudder pedal adjustment tube
For SB details contact SN Centrair
4. **DG 500MB & DG 800B** **(Information)**
AD 2009-0169-E is superseded by AD 2009-0225-E that has been superseded by AD 2009-0239-E the inspection requirements remain unchanged but certification of compliance with new AD is required.

DG 500MB, DG 808C & DG 800B AD 2009-0239-E **(Mandatory)**
TN 800/36 r1 & TN 843/30 r1
Starter ring gear inspection/replacement. AD reissued to include DG808C
http://ad.easa.europa.eu/blob/easa_ad_2009_0239E.pdf/EAD_2009-0239-E_1
5. **Glasflugal Libelle 201B** TN 201-13 **(Recommended)**
Reported by Peter Gill, Staffordshire Gliding Club.
Tail plane forward attachment bolt sheared during rigging. Optional TN 201-13 provides an improved design and is recommended by BGA.
<http://www.streifly.de/TN201-13e.pdf>
6. **Grob G103 Twin III SL** AD D-2008-231 **(Mandatory)**
MSB 869-27/1
Airbrake control system bolt cracking due to excessive torque
<http://www2.lba.de/dokumente/ad/2008-231-e.pdf>
7. **Grob G103 Twin Astir** AD D-2008-232 **(Mandatory)**
MSB 315-76/1
Airbrake control system bolt cracking due to excessive torque
<http://www2.lba.de/dokumente/ad/2008-232-e.pdf>

ENGINES

8. **FAA Special Airworthiness Information Bulletin** NE-10-05 **(Advisory)**

Potential hazards and problems of aircraft engines with float type carburettors.
The FAA recommend the following overhaul periods for carburettors

Whichever occurs first:

- The engine manufactures recommended interval
- 12 years
- 2,400 operating hours.

The BGA point out this is an FAA recommendation only but would add to the list; consider overhaul when abnormal operation or running is experienced.

[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSAIB.nsf/0/f54b620f79e828c186257651006a73b6/\\$FILE/NE-10-05.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSAIB.nsf/0/f54b620f79e828c186257651006a73b6/$FILE/NE-10-05.pdf)

EQUIPMENT

9. **Narco AT-150 Transponder** AD 2009-0200 **(Mandatory)**
SB AT150 No 1 & No 6

Erroneous mode C altitude replies to SSR interrogations from aircraft equipped with AT-150 transponders.

http://ad.easa.europa.eu/blob/easa_ad_2009_0200.pdf/AD_2009-0200_1

General Information

1. ARC Printing Issues

There have been several instances of information on Airworthiness Review Certificates (ARC) being hand written or corrected by hand. This is unacceptable. Everything, with the exception of a written signature (and possibly your inspector number), must be printed.

A significant number of ARC's are being issued with the incorrect expiry date year. Don't forget to check that the expiry is nominally 12 months after the issue taking into account the dating protocol.

Remember to check all the information on the ARC for mistakes as sorting them out afterwards is time consuming and the aircraft may be grounded whilst the issues are being resolved.

2. Airworthiness Review

When carrying out an airworthiness review it is required that you check ALL items including ALL Airworthiness Directives. The BGA 276 specifies that you should sample a minimum number of documents, this means that you should check all, and then sample in depth as required.

For example, In depth sampling could mean taking an AD and physically checking it on the aircraft and then reviewing the associated worksheets and log book entries to confirm the task was carried out and recorded in accordance with the AD.

The BGA 276 has been amended to reinforce this requirement.

3. ARC Dating Protocol

BGA ARC signatories are reminded to pay attention to the ARC dating protocol as published by the CAA and reproduced in AMP 3-11 when raising an ARC. The BGA and CAA will be checking these dates and will reject any ARC's found not to comply will be rejected and may result in the aircraft being grounded whilst the issue is resolved.

DATING PROTOCOLS

The following anticipation period may be used:
Up to 90 days in anticipation of the issue of an ARC.

For the **issue** of an ARC:

Anticipation less than 90 days prior to expiry of the ARC:

The ARC issue date is from the day the ARC is issued.
The expiry date will be one year from the expiry date of the last ARC.

Anticipation more than 90 days prior to expiry of the ARC:

The ARC issue date is from the day the ARC is issued.
The expiry date is One-year from the review date for an ARC 15B

Expired ARC

The ARC issue date is from the day the ARC is issued
The expiry date is one year less one day from the Airworthiness Review survey date

NOTE 1: Where the anticipated period is within ninety days, both airworthiness review and survey must be carried out within the ninety days anticipated period.

NOTE 2: Where the anticipated period is greater than ninety days, both the airworthiness review and the aircraft survey must be carried out within the ninety days preceding the recommendation date.

NOTE 3: If the ARC issue is more than 90 days anticipation from the expiry of the old ARC, all the anticipation period is lost.

4 Changes to CAP 747

CAA have published AIRCOM 2009/12 advising of changes to CAP 747 due at the end of November 2009.

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=list&type=sercat&id=51>

Compliance Statement:

All mandatory inspections and modifications have been included up to the following:
CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 10/2009
State of Design Airworthiness Directives review date: 03/11/2009

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2009-22
EASA Airworthiness Directives review date: 03/11/2009
CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary issue: 287
CAA CAP 562 Civil Aircraft Airworthiness Information and Procedures: issue 2, amendment 8
CAA CAP 661 Mandatory Permit Directives, issue 2009/2

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