



British Gliding Association - Technical News Sheet

Issue 3-2010

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Airworthiness Information

- 1 Centrair 101 Pagase** AD 2010-0099, SB101-29 **(Mandatory)**
Inspection/replacement of rudder bar locking adjustment tube.
http://ad.easa.europa.eu/blob/easa_ad_2010_0099.pdf/AD_2010-0099_1
- 2 DG 500-22** **(Advisory)**
Reported by Bryan Hooson at Cambridge Gliding Club
Flap control reported "soft" with short deflections.
Control rod mounting bolt found loose in fuselage due to loose nut. On investigation it was found that the nut should have been secured using Loctite 72b.
When reassembling parts always follow the maintenance manual instructions and where there is no obvious form of locking a fastener, double check to make sure you have not missed something.
On DG aircraft if the part is secured with loctite it will be identified with red paint and this should be reapplied if found worn.
- 3 Grob G103 and G109** **(Advisory)**
Reported by RAF Air Cadets
DV window air scoop hinge found with nut not in safety caused by increase of Perspex thickness due to design change without increasing length of bolt.
Possibility of nut coming off.
Nylon insert nuts (Nyloc) should have a minimum of 1 complete full thread protrusion to be in safety.
- 4 Grob G103 C Twin III SL** AD 2010-0107, MSB 869-24/1 **(Mandatory)**
Propeller inspection/repair
http://ad.easa.europa.eu/blob/easa_ad_2010_0107.pdf/AD_2010-0107_1
- 5 LET Blanik L13 series** AD 2010-0122-E, MB L13/109a **(Mandatory)**
(Superseding AD 2010-0199-E)
Before next flight inspection, prohibition of aerobatics and life survey report.
http://ad.easa.europa.eu/blob/easa_ad_2010_0122_E.pdf/EAD_2010-0122-E_1
- 6 LS1 - 0 / LS1 - f** AD 2010-0110-CN **(Information)**
AD Cancelled – increase of service life. AD not required for life extension
http://ad.easa.europa.eu/blob/easa_ad_2010_0110_CN.pdf/AD_2010-0110-CN_1
- 7 Schleicher Ka 6 series (Except K6 E)** TM-Nr. 25 **(Recommended)**
Inspection of the central support of the elevator
http://www.alexander-schleicher.de/tm/06/060_TM25_DE.pdf
- 8 Schleicher Ka 7 series** TM-Nr. 22 **(Recommended)**
Inspection of the central support of the elevator

http://www.alexander-schleicher.de/tm/07/070_TM22_DE.pdf

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|---|--|----------------------|
| 9 Schleicher Ka 8 series | TM-Nr. 28 | (Recommended) |
| Inspection of the central support of the elevator | | |
| http://www.alexander-schleicher.de/tm/08/080_TM28_DE.pdf | | |
| 10 Schleicher ASK 13 series | TM-Nr. 18 | (Recommended) |
| Inspection of the central support of the elevator | | |
| http://www.alexander-schleicher.de/tm/13/130_TM18_DE.pdf | | |
| 11 Schleicher ASK 16 series | TM-Nr. 15 | (Recommended) |
| Inspection of the central support of the elevator | | |
| http://www.alexander-schleicher.de/tm/16/160_TM15_DE.pdf | | |
| 12 Schleicher ASK 18 series | TM-Nr. 8 | (Recommended) |
| Inspection of the central support of the elevator | | |
| http://www.alexander-schleicher.de/tm/18/180_TM08_DE.pdf | | |
| 13 Sportine Aviacija LAK 12 | | (Information) |
| Correction to compendium | | |
| The life extension requirements apply after 15 years in service | | |
| 14 SWIFT S-1 | AD 2010-0094-E
SB BO-113/2010 SWIFT S-1 | (Mandatory) |
| Control column inspection/repair | | |
| http://ad.easa.europa.eu/blob/easa_ad_2010_0094_E.pdf/EAD_2010-0094-E_1 | | |
| 15 ZSJ PW6U | AD 2010-0108-E,
SB BO-78-10-10 | (Mandatory) |
| Before flight and repetitive inspection of the tail plane mounting fitting whilst an investigation in to the reasons for cracking progresses (second occurrence) this AD supersedes and cancels BGA inspection 048-01-2010. | | |
| http://ad.easa.europa.eu/blob/easa_ad_2010_0108_E.pdf/EAD_2010-0108-E_1 | | |
| 16 Lower Rudder Hinge Corrosion | | (Advisory) |
| Reported by Steve Saunders, Fenland Gliding Club | | |
| Several aircraft have been found with corroded lower rudder hinges probably caused by the close proximity water ballast dump valve. | | |
| Please pay special attention to this area on aircraft fitted with tail water ballast. | | |

General Information

1 Recording of Airworthiness Directives

Part M M.A.305 requires that AD's are recorded in the log book and a status report is maintained.

Recording – AD compliance must be entered in the log book as part of the maintenance entry, full details are entered on worksheets. This also applies to all the AD's listed during the transition, the complied with date should refer to the maintenance entry showing the compliance. If there was no compliance the AD had to verified or carried out again and a maintenance entry made.

Status report - To accomplish this record all AD's in the applicable section of the log book, for the BGA Glider log book this is the Mandatory Mods section at the front, CAA log books this is the pink pages. The transition documents will help you complete this up to the point of transition and then enter any new AD's since transition.

To assist with this task we have produced an AD status report (BGA 280) where you can list all AD's and other tasks and refresh every year or when an AD is published. By using this report it will be clear at any time the status of AD's for any aircraft. A copy of BGA 280 is attached to this TNS and will soon be available in the AMP manual do download.

2 Glider Weighing

Inspectors are reminded that the weight of non lifting components (NLP) (everything except wings) must be included in any glider weighing where it is specified. The primary source of this information is the type certificate then the flight manual if not found try the BGA data sheets. Only if its not specified can you disregard it.

Neither the max weight or NLP weight may be exceeded beyond the allowed concessions.

Another important point is the BGA extended weight concession, the 3% of max weight and 5% of NLP must both be calculated and the LOWER figure is used to establish the extended weight allowance and only where specified on the BGA datasheets. If its not on the datasheet there is no BGA extended weight allowance

Compliance Statement:

All mandatory inspections and modifications have been included up to the following:
CAA CAP 747 Mandatory Requirements for Aircraft, issue: 3 amendment: 2010/04
State of Design Airworthiness Directives review date: 30 June 2010

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2010-13
EASA Airworthiness Directives review date: 30 June 2010
CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary issue: 287
CAA CAP 661 Mandatory Permit Directives, issue 2010/01

Maintenance Programme:

CAA/LAMS/A/1999. Issue 2, amendment 0
CAA/LAMP/A/2007, Issue 1, amendment 2/2008
BGA GMS, Issue 1, amendment 1

Jim Hammerton
Chief Technical Officer

