

**Issue 4-2010**

**Date: 01/09/2010**

## Airworthiness Information

1. **Aircraft Industries LET L-13 Blanik** AD 2010-0160-E **(Mandatory)**  
Superseding AD 2010-0122-E and AD 2010-0119-E  
Inspection and determining of flight profile for comparison with average flight condition.  
Additional BGA guidance available on interpretation of AD requirements available.  
Contact [cto@gliding.co.uk](mailto:cto@gliding.co.uk)  
[http://ad.easa.europa.eu/blob/easa\\_ad\\_2010\\_0160\\_E.pdf/EAD\\_2010-0160-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2010_0160_E.pdf/EAD_2010-0160-E_1)

2. **DG Sailplane Manuals** **(Advisory)**  
We have been advised that Flight, Maintenance & Repair manual have been revised and approved for all DG sailplanes  
See revision list to check the manual you are using.  
**It is a Part M requirement that you use current maintenance data.**  
<http://www.dg-flugzeugbau.de/fileadmin/Dokumente/dg-handbuecher-queltig-e.pdf>  
<http://www.dg-flugzeugbau.de/fileadmin/TN-DG/all-gliders/TN-DG-SS-01-Service-Agreement/TN-DG-SS-01.pdf>

3. **ASK 21 Trim Indicator** **(Advisory)**  
Reported by Gwyn Thomas, Wattisham.  
The trim indicator wire had broken and found its way out of a rudder pedal adjustment hole.

In the same area for information:

The GFA has published an airworthiness alert. The trim rod pictured (smaller of the two) was found bent and could possibly cause fouling of the aileron control rod (larger rod). Incorrect removal technique is suspected. To remove the rod it is necessary to first remove the rear rudder pedal assembly otherwise the rod may become bent trying to force it out of the gap.

<http://2009.gfa.org.au/Docs/airworth/A2010-1.pdf>



4. **SZD 50-3 Puchacz** **(Advisory)**  
Reported by Alan Pettitt, Shalborne Gliding Society.  
Rudder control cable support mounting found broken. Possible cause is the rudder being blown against the stops in gusty conditions. A GFA airworthiness alert has also been published

on this subject. Consider the use of external control locks if the glider is to be used in gusty conditions. Ensure any locks are suitably painted to make it very obvious they are installed (vivid red usually works well)

[http://2009.gfa.org.au/Docs/airworth/A2009-2\\_SZD-50-3.pdf](http://2009.gfa.org.au/Docs/airworth/A2009-2_SZD-50-3.pdf)

## General Information

### 1. Propeller TBO

Many aircraft metal FIXED PITCH propellers have a TBO (Time Between Overhaul). This is a relatively new requirement as previously it was understood that metal fixed pitch propellers usually did not have a TBO. Most state 2000 hours, McCauley also state 72 months. Don't forget the mounting bolts, either replace or get NDT inspected at the same time as OH. Currently there are no TBO requirements for Hoffmann wooden fixed pitch propellers. Please check your propeller type.

[http://www.sensenich.com/files/documents/Service\\_Bulletins\\_R-17\\_1263314631.pdf](http://www.sensenich.com/files/documents/Service_Bulletins_R-17_1263314631.pdf)

<http://www.mccauley.textron.com/pro-sup/prosupframeset.html> (SB 137 "P" on page 12)

<http://www.hoffmann-prop.com/documents/SBE1.pdf>

### 2. ARC Queries

Regrettably we are receiving an increasing number of ARC's that are incorrect and being rejected by the BGA office. This has two adverse effects.

First, whilst we are doing this extra work we are not doing other things like processing orders, other requests or badge claims.

Second, the glider owner will be unable to fly his aircraft whilst the ARC is sorted out and re-issued.

Neither of these are desirable and it creates more work for you and us.

Please take care and ensure any ARC that is issued is 100% correct. The aircraft name and designation is exactly as appears on the registration certificate or GINFO, the dating protocol is followed and the documents are signed with your authorisation code and number. If not it will be rejected and you will probably receive a letter from the BGA Chief Executive and Accountable Manager, continue to make mistakes and expect to have the ARC privilege taken away!

#### Compliance Statement:

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

CAA CAP 455 Airworthiness Notices, Version: **September 2009**

CAA CAP 747 Mandatory Requirements for Aircraft, issue: **3 amendment: 2010/04**

State of Design Airworthiness Directives review date: **01 September 2010**

#### For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing **2010-18**

EASA Airworthiness Directives review date: **01 September 2010**

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

CAA CAP 661 Mandatory Permit Directives, issue: **2010-02**

#### Maintenance Programme:

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

CAA/LAMP/A/2007, **Issue 1, amendment 2/2010**

BGA GMS, **Issue 1, amendment 1**

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