

Issue 1-2011

Date: 28/02/2011

Airworthiness Information

- 1 **CEAPR (Robin) DR 300, DR 400** AD 2010-0231, SB 101 r6 **(Mandatory)**
Nose landing gear support plate inspection/repair
http://ad.easa.europa.eu/blob/easa_ad_2010_0231.pdf/AD_2010-0231_1
- 2 **Grob G109 Elevator Trim Control Fouling** **(Information)**
Reported by Les Clarke
Reported on the "Vigilant" ATC version of the G109 that the elevator trim push rod was fouling the upper part of the tail wheel steering mechanism.
- 3 **Schempp-Hirth Ventus 2cT & Discus 2T & 2cT** **(Information)**
Several reports
We have had several reports of Ventus 2cT pylons cracking. These pylons were subject to AD 2006-0227-E, however there have been several instances of pylons cracking since the AD was published and rectification carried out. Please report any further cracked pylons to the CTO immediately.
[For further detail please see BGA web site.](#)
- 4 **Schempp-Hirth Sailplane Equipment Installations** **(Information)**
[Technical Note GEN 1](#) has been published as modification instructions for the installation of equipment installed in Schempp-Hirth sailplanes
- 5 **Schleicher ASK 13 Battery Box** **(Information)**
Reported by John Giddins, Hinton Aviation.
The battery was secured in place with cable ties to attempt to repair a broken side support. This battery could have been lethal in an accident.

Note: Design requirements for battery boxes and other equipment are specified in Alexander Schleicher Technical Note 02-2008. It is very important that these requirements are understood and in particular crash worthiness are maintained.



- 6 **Schleicher ASK 13 Nose Wheels** (Information)
 Reported by Shenington Gliding Club
 Non Schleicher nose wheel conversions (pre EASA) may suffer from support tube distortion due to repeated hard landings. Careful inspection during DI and annual inspection required to ensure nose wheel is not miss-aligned. Any miss-alignment must be investigated and repaired as necessary.

General Information

- 1 **Complex Task Applications**
 Inspectors are reminded that it is a Part M mandatory requirement to apply for a complex task approval if you intend to carry out any work as specified in AMP 2-13 and identified as "Complex". If in doubt ask! Failure to gain approval when required could mean the certification for the repair or task is invalid.

 A common misconception is that only tasks that require a senior inspector are complex – wrong. There are more tasks that an ordinary inspector can certify that are complex than those where a Senior is required.
 A senior inspector is required if the task involves jiggling or alignment to achieve the repair.
- 2 **ATC Transponder Maintenance**
 We have been asked by several inspectors to provide guidance on the maintenance requirements for transponders installed in sailplanes. Currently we are assessing the requirements and consulting with various parties, including the CA, with the aim of producing clear guidelines to satisfy the requirements.

 We will publish any developments on the BGA web site just as soon as we can.
- 3 **Radio Engineer Authorisation**
 The BGA has a radio Engineer authorisation for the certification of avionic systems, including transponders, in sailplanes. Inspectors who believe they have sufficient experience and knowledge should apply to the CTO. Details of the requirements are in [BGA Exposition Part 2 10.10 and appendix 2-12](#).

 Please note; the BGA GL rating does not cover Transponder installation or maintenance certification.
- 4 **Guidance to owners on Buying and Selling a Sailplane**
 We have published a useful briefing sheet to assist owners and inspectors on buying and selling a sailplane, the information is also useful is selling or buying an aeroplane. [See BGA web site](#) for more information
- 5 **EASA SIB Automotive Gasoline**
 EASA have issued two Safety Information Bulletins regarding aircraft fuel.

[SIB 2007-01R1](#) use of Mogas containing Bio Ethanol
[SIB 2011-01](#) use of Unleaded Aviation Avgas

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: 2011/01
 State of Design Airworthiness Directives review date: 28 February 2011

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2011-04
 EASA Airworthiness Directives review date: 28 February 2011
 CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary issue: 287

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