

Issue 3-2011

Date: 4/7/2011

Airworthiness Information

- 1 **Aircraft Industries L13 Blanik** **(Information)**
We have been advised of a modification to repair the main spars and lift the grounding notice for the Blanik aircraft. It should be noted that costs of the modification is significant and special Hi-Loc fasteners are used. The use of Hi-Lock fasteners is regarded as a complex task and is outside the scope any BGA inspector or List 1 site authorisation because special tools and techniques are employed during the installation process. If any BGA inspector is considering carrying out this task specific approval is required from the CTO.
http://www.aircraftdc.de/ENG/visionen_blanik.htm
- 2 **Alexander Schleicher ASK 21 Aero tow hang up.** **(Information)**
Reported by John Firth, Burn Gliding Club
The small aerotow ring was inadvertently placed in the gap forward of the release hook and a successful launch was carried out. The problem is that during use the large ring of the Tost two ring set touches the underbelly forward of the nose release and gradually wears a hole in the area forward of the release unit. If this is worn large enough the small ring can be inserted.



Note: a proper lay up repair will be required in accordance with repair data to ensure it can withstand continued wear.
- 3 **DG 500 Rudder Stop Missing** **(Information)**
Reported by Roger Andrews, Long Mynd.
A rudder stop bolt became detached from a DG 500 causing a restricted elevator and damage to the rudder because of rudder over travel. A before next flight instruction was issued to check all stops and a total of seven reports of loose stops were received. It is recommended to secure the stops with low/med strength Loctite to prevent them coming loose but to allow future adjustment.
Caution: the rudder stop uses a thin "Shear" nut to lock the bolt, the thread on this nut is easily stripped. Please exercise caution when tightening the nut.

Also see **DG General** on the same subject.

- 4 **DG General** (Information)
Reported by Les Blows, Southdown Gliding Club.
Found during annual inspection - DG300 rudder stop loose.
- The same or similar rudder stop system appears to be used for all or most DG aircraft. It is strongly recommended that rudder stops are checked at every annual inspection and secured with Loctite on all DG aircraft.
- 5 **DG 500 Ballast Weights** (Information)
Reported by Andrew Hulme
A tail ballast weight became detached and partially jammed the rudder. The lead weights are located in tubes mounted on the fin rear spar forward of the rudder and used as permanent trim weights. DG have improved the design of the weights using Brass allowing more secure retention of the location bolts.
Please contact DG agents if you need more information.
- 6 **Diamond (Hoffmann) H36 Dimona** AD 2011-0110, MSB 36-105/1 (Mandatory)
Flight controls – Air brake control system torque tube inspection and inhibit by end of December 2011 and 5 year repeat.
http://ad.easa.europa.eu/blob/easa_ad_2011_0110.pdf/AD_2011-0110_1
- 7 **SZD 24C FOKA** SIB 2011-11 (Advisory)
EASA have issued SIB 2011-11 following the AAIB recommendations as a result of the Foka accident to ensure the correct rigging procedure is used.
http://ad.easa.europa.eu/blob/SIB_201111.pdf/SIB_2011-11_1
- 8 **SZD 51-1 Junior** BGA 051/05/2011 (Mandatory)
Reported by Martin Carolan, Severn Valley Sailplanes
Extensive exfoliation corrosion of tail plane centre elevator hinge.
Fleet check initiated - no other cases reported.
<http://www.gliding.co.uk/bgainfo/technical/inspections/051-05-2011-issue-1.pdf>
- 9 **SZD 30 Pirat** AD 2011-0089, (Mandatory)
SB BE-035/30/2010
Structural inspections and operational limitations.
http://ad.easa.europa.eu/blob/easa_ad_2011_0089.pdf/AD_2011-0089_1

Engines

- 10 **Rotax 914 F3, F4 & F5** AD 2011-0082, SB 914-040 (Mandatory)
Fuel pressure regulator identification and replacement.
http://ad.easa.europa.eu/blob/easa_ad_2011_0082.pdf/AD_2011-0082_1

Equipment

- 11 **Gadringer Gurte Seat Harness QR** **(Information)**
 Reported by Andy Parrish, Yorkshire Gliding Club
 A lap strap detached from the quick release unit during aerobatics. Still under investigation but the harness was high time and probably subject to wear and or fluff contamination.
 AMP 4-8 provided guidance on "On Condition" inspections of seat harnesses. Consideration must be given to the number of operations and wear that will have taken place during use as a possible reason to replace the harness.
<http://www.gliding.co.uk/bgainfo/technical/ampmanual/4-8.pdf>

General Information

- 12 **LAMP Customisation** CAA Information Notice 2011/53 **(Information)**
 The CAA have published IN-2011/53 to remind operators of the requirement to customise the LAMP and advising that the LAMP will be replaced in due course following consultation.
<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=4583>

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: 2011/04
 State of Design Airworthiness Directives review date: 04 July 2011

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2011-13
 EASA Airworthiness Directives review date: 04 July 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

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