

Issue 4-2011

Date: 30/08/2011

Airworthiness Information

- 1 Aircraft Industries L13 Blanik** AD 2011-0135 **(Mandatory)**
AD raised to formalise the modification to main spar as published in TNS 3-2011
http://ad.easa.europa.eu/blob/easa_ad_2010_0185_E_Superseded.pdf/EAD_2010-0185-E_1
- 2 Alexander Schleicher K8** **(Information)**
Reported by Tony Hoskins, South East Aircraft Services.
During annual inspection pieces of balsa wood were found inside wing. No balsa wood is used in the construction of this aircraft. As there was no damage it is suspected that this wood was used during a previous repair as a clamping piece. This highlights the requirement to ensure everything is removed following repair and when carrying out inspections such as the 5 year repeat wooden structure inspection, ensure you look at all the areas, including the "hard to get to" bits.


- 3 Alexander Schleicher ASW 15B** **(Information)**
Reported by Mark Winters, Bidford Gliding & Flying Club
The landing gear collapsed due the failure of incorrect type of rivets installed in the operating mechanism. When replacing any kind of fastener you must ensure that the correct item is used.
- 4 Slingsby T59 Kestrel** **(Information)**
Reported by Don Austin, Yorkshire Gliding Club
After about 3 hours flying rudder flutter was reported. On investigation the rudder control yoke was found to be broken one side. It should be noted that this item is subject to an

annual NDT inspection and is very susceptible to damage. It is believed the damage occurred when the rudder lock was blown off during a storm.

- 5 **Schempp-Hirth Duo Discus T** (Information)
 Reported by Jim Heath, Southdown Gliding Club
 Persistent low power and poor starting, fault traced to front carburettor/manifold (housing main jet) incorrectly drilled during manufacture and redundant holes filled with resin. Resin blocking drillings and starting to brake up. Occurrence report raised. If any other operators have experienced similar issues please report to BGA.
- 6 **Schempp-Hirth Ventus and Discus Turbo Sailplanes** (Mandatory)
 AD 2011-0146
 Pylon daily inspection procedures and pylon replacement if cracks found. Type applicability; Ventus cT, Ventus 2cT, Discus bT, Discus 2T & Discus 2cT. See AD for serial number applicability and exempt aircraft.
http://ad.easa.europa.eu/blob/easa_ad_2011_0146.pdf/AD_2011-0146_1
- 7 **Slingsby T31 Capstan** (Information)
 Reported by mark Wright, Norfolk Gliding Club
 On take off the pilot reported no aileron control. It was reported that the ailerons were incorrectly connected despite positive control checks being carried out. It is very important to ensure that Daily Inspections and rigging are carried out methodically and undisturbed. It is especially important on older aircraft where self connecting controls are not used.

Equipment

- 8 **Transponder Maintenance** BGA 052/08/2011 issue 1 (Mandatory)
 BGA inspection raised to supplement BGA GMS detailing the inspection and maintenance requirements for transponder systems installed in BGA sailplanes and powered sailplanes.
 Note; this is a new requirement for annual maintenance and includes transponders where the manufacturer has stated "no maintenance is required". Please see BGA inspection for details. The work is recorded on a new worksheet BGA 284 and should be added to the BGA 267 or LAMP worksheets.

General Information

- 9 **CAA LAMP Maintenance Programme**
 The CAA have advised the BGA that the LAMP maintenance programme will be withdrawn during 2012. As soon as the BGA has more information it is the intention to provide guidance to owners with a proposed replacement programme. There is nothing for owners to do at the present time other than make sure that any maintenance manuals are kept up date to the latest revision. Changes will take effect at the next Annual inspection AFTER to implementation date. Annual inspections due before then should be carried out in accordance with the current maintenance programme.
<http://www.caa.co.uk/docs/33/20110624ManagementOfLAMP.pdf>

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: 30 August 2011

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2011-18

EASA Airworthiness Directives review date: 30 August 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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