



Technical News Sheet

Issue 6-2010

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Airworthiness Information

- 1 **Aircraft Industries L23 Super Blanik** AD 2010-0274-E, SB L23/053a **(Mandatory)**
Horizontal Stabiliser – Rear Attachment – Inspection/replacement
http://ad.easa.europa.eu/blob/easa_ad_2010_0274_E.pdf/EAD_2010-0274-E_1
- 2 **CEAPR DR 300 and DR 400** AD 2010-0260 **(Mandatory)**
Exhaust inspection if Dyn' Aviation exhaust systems are installed
http://ad.easa.europa.eu/blob/easa_ad_2010_0260.pdf/AD_2010-0260_1
- 3 **DG LS3** AD 2010-0220-CN **(Information)**
Increase of service life. LBA AD 1988-81 is cancelled as life extension is optional.
http://ad.easa.europa.eu/blob/easa_ad_2010_0220_CN.pdf/AD_2010-0220-CN_2
- 4 **DG100** **(Information)**
Reported by John Gilbert
On inspection 22mm washers found missing on aileron control rod bell crank bearings.
Without the washers the push rods can rotate too far and damage the bell crank.
During control checks ensure that control rods are correctly installed.
- 5 **Piper Cub and Pawnee Lift struts** SAFO 10018 **(Information)**
FAA Safety Alert.
Powder coating of lift sealed lift struts can damage the internal protection and render the lift struts non sealed or cause damage during the process.
Also refer to BGA General Information 44, Powder coating is not approved for aircraft use.
http://ad.easa.europa.eu/blob/SAFO10018.pdf/SIB_SAFO10018_1
- 6 **Schempp-Hirth Ventus 2cT and Discus 2T & 2cT** **(Information)**
Several instances of pylon cracks in Ventus 2cT. Cracks found on pylons that have special spacers installed in accordance with AD 2006-0227-E. Repetitive inspections in accordance with TN 825-38 or TN 836-13 strongly recommended. Ensure pylon is clean prior to inspection. Please report any cracks immediately to BGA CTO.
http://ad.easa.europa.eu/blob/easa_ad_2006_0227_E.pdf/EAD_2006-0227-E_1
<http://www.schempp-hirth.com/fileadmin/tmdocs/825-38-1968.pdf>
<http://www.schempp-hirth.com/fileadmin/tmdocs/825-38-1967.pdf>
<http://www.schempp-hirth.com/fileadmin/tmdocs/863-13-1975.pdf>
<http://www.schempp-hirth.com/fileadmin/tmdocs/863-13-1973.pdf>

General Information

7 **Colour Coding Of Controls**

Reported by the BGA Safety Committee

There have been several occurrences where it was noted that the colour of sailplane controls was not in accordance with the requirements, in some cases this may have contributed to confusion during accidents. It is very important that inspectors observe the requirements diligently and note it is a signed requirement on the BGA GMS (267 task 35).

The design code CS-22 specifies the colour but does not state a shade. It is possible that this had been interpreted too liberally. Dark Blue for air brakes and Dark Green for trimmer are not acceptable and also add to confusion when next to a black landing gear retract/extend handle.

The colours must be bright and easily identifiable in poor light.

8 **Buying and Selling Sailplanes**

The BGA has published revised and expanded guidance on what to do when buying and selling your aircraft taking into account the changed EASA requirements.

<http://www.glidering.co.uk/bgainfo/technical/documents/buyingselling.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: 2010/06

State of Design Airworthiness Directives review date: 23 December 2010

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2010-26

EASA Airworthiness Directives review date: 23 December 2010

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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