

**Issue 4-2012**

**Date: 02/11/2012**

## Airworthiness Information

### **Grob G109 series**

**AD 2012-0181**  
MSB 817-64

**(Mandatory)**

Inspection of vertical elevator rod in fin. Repeat inspection at 5 years.

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2012\\_0181.pdf/AD\\_2012-0181\\_2](http://ad.easa.europa.eu/blob/easa_ad_2012_0181.pdf/AD_2012-0181_2)

### **SZD 50-3 Puchacz**

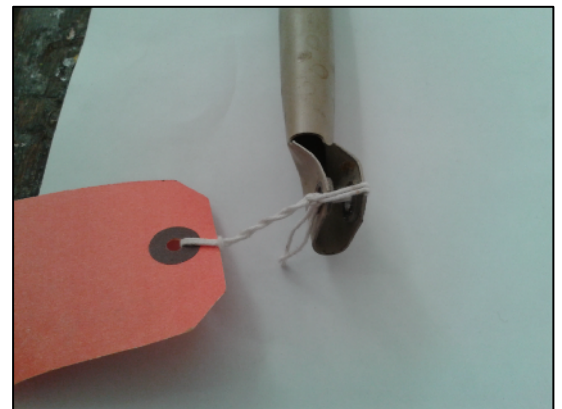
**(Advisory)**

Reported by Warwick Horne, Derby & Lancs GC.

Airbrake control rod end collapsed.

It is suspected that the cause was overloading during high speed air brake deployment during spin/spiral dive recovery.

Symptoms are air brakes could not be fully closed.



## Engines

### **Grob 2500**

**(Advisory)**

Engine failure due to rocker arm contacting valve roto cap causing rapid wear of valve collets and dropping valve into cylinder. It is important to check with the valves fully open, that the rocker arm does not contact the roto cap at any point when the rocker arm is at its most acute angle. Ideally you are looking for 2 to 3 mm clearance, less may suggest worn collets or valve roto cap.

Owners notified.

Revised maintenance instructions expected from Grob.

### **SOLO 2350 C**

**AD 2012-0197**

**(Mandatory)**

(Currently only installed in DG1000T Powered Sailplanes)

Propeller shaft inspection / replacement

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2012\\_0197.pdf/AD\\_2012-0197\\_1](http://ad.easa.europa.eu/blob/easa_ad_2012_0197.pdf/AD_2012-0197_1)

SOLO 2350 series  
 (Applicable to other engines)  
 Reported by John McWilliam.

(Advisory)

Fuel leak into engine bay when primer was operating.

The cover plate was observed distorted probably due to over tightening of the cover screws onto a soft rubber gasket/diaphragm.



## General Information

The BGA GMS contains various references to the now obsolete Airworthiness Notices and will be updated in due course. The following Airworthiness Notices are replaced as follows;

GMS Task 41 and 45 - AWN 20 Fabric Inspection is replaced with Generic Requirement 8  
 GMS Task 56 - AWN 38 Painting of aircraft is replaced with Generic Requirement 10  
 GMS Task 63 - AWN 40 Carbon monoxide contamination the advice from the CAA has been withdrawn however the task of annual pressure test of exhaust heat exchangers and adequate bulkhead sealing inspection remains.

CAA Generic Requirements can be found in [CAP 747](#).

### Compliance Statement:

All mandatory inspections and modifications have been included up to the following:  
 CAA CAP 455 Airworthiness Notices, Withdrawn. See CAP 562 and CAP 747.  
 CAA CAP 747 Mandatory Requirements for Aircraft, issue: 3 amendment: 2012/03  
 State of Design Airworthiness Directives review date: 02 November 2012

### For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2012-21  
 EASA Airworthiness Directives review date: 02 November 2012  
 EASA Airworthiness Directives Bi-weekly issue: 2012-22  
 CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary issue: 287 (Reference only)

### 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