

**Issue 1-2012**

**Date: 01/03/2012**

## Airworthiness Information

### Alexander Schleicher ASK 21

Reported by Tim Dews, Airborne Composites  
Crotch seat harness found incorrectly fitted. The belt was looped around the location strap instead of the main tube. There was a similar issue on Astir gliders a few years ago.

Please ensure that persons installing seat harnesses are aware of the correct position of the belt.

**(Advisory)**



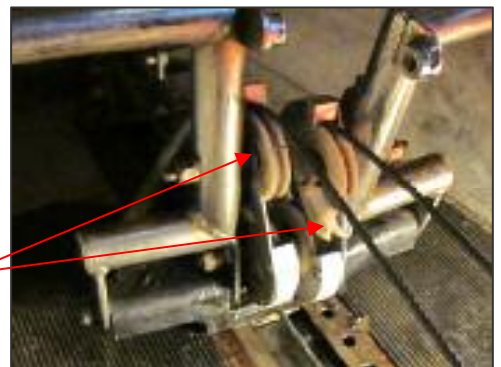
### Grob G 103 Twin Astir

Reported by John Giddins, Hinton Aviation Services  
Nylon rudder cable pulleys found broken. If undetected this could cause the rudder cables to jam.

Note; it is recommended that these nylon pulleys are changed for aluminium pulleys.

**(Advisory)**

Cracked and  
broken



### Grob G109

AD 2012-0027  
MSB 817-58 and 817-60

**(Mandatory)**

Inspection of the horizontal stabiliser nose attachment plate.

Part A external inspection within 10 flight hours or 2 months

Part B internal inspection at next 50 hour check or within 3 months

Repeat every 100 flight hours.

If not already installed, Part B requires an inspection access panel to be made.

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2012\\_0027.pdf/AD\\_2012-0027\\_1](http://ad.easa.europa.eu/blob/easa_ad_2012_0027.pdf/AD_2012-0027_1)

**Slingsby T61**

Reported by Stu Hoy, Anglia Sailplanes

Elevator tab hinge worn and unrolled.

Please be aware of worn rolled hinges when they become worn they tend to unroll and could cause detachment.

**(Advisory)****SZD 50-3 Puchacz**

Reported by Eddy Gunner, from The Park

Air brake handle telescopic rod became detached from forward mounting due to spherical bearing coming out of staked retainer.

The trimmer control has a similar arrangement.

**(Advisory)****SZD Gliders**

SB BE-007-94

**(Advisory)**

Correction to English version of SB BE-007-94

3.3 Steel control cables that can be removed (slipped) for inspection may remain in service subject to "On condition" inspections.

**Engines****Rotax 912**

AD 2012-0019-E

**(Mandatory)**

SB 912-060

Inspection of the oil pump attachment bolts within 4 flight hours or 30 days

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2012\\_0019\\_E.pdf/EAD\\_2012-0019-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2012_0019_E.pdf/EAD_2012-0019-E_1)

**Rotax 914**

AD 2012-0019-E

**(Mandatory)**

SB 914-043

Inspection of the oil pump attachment bolts within 4 flight hours or 30 days

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2012\\_0019\\_E.pdf/EAD\\_2012-0019-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2012_0019_E.pdf/EAD_2012-0019-E_1)

## General Information

### Metal gliders inspections

Highlighting the need for careful inspection of the entire length of metal spars during annual inspections. The pictures are of an IS28 glider with corrosion so severe it made the aircraft uneconomical to repair. The main area of corrosion was not visible from normal inspection access panels. As these gliders become older a full inspection is even more important. In many cases special inspection equipment may be required to effect a thorough inspection. Wing skin in photographs removed to reveal extent of corrosion. More than 50% of the thickness of the spar is corroded away.



### Jet and Electric Powerplant Inspector Authorisations

Reminding inspectors that the normal BGA Self Sustainer (SS) or Motor Glider (MG) inspector authorisation does **not** cover installation or maintenance of Jet powerplants and associated systems or Electric powerplants, batteries or associated systems.

To gain these authorisations you need to complete an application form stating what training you have received and experience you have to qualify.

#### Compliance Statement:

All mandatory inspections and modifications have been included up to the following:  
 CAA CAP 747 Mandatory Requirements for Aircraft, issue: 3 amendment: 2012-01  
 State of Design Airworthiness Directives review date: 28 February 2012

#### For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2012-03  
 EASA Airworthiness Directives review date: 28 February 2012  
 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  
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