

Issue 2-2012

Date: 30/05/2012

Airworthiness Information

1 DG LS8

Reported by John Hull, Wyvern Gliding Club.

Mouse nest found under seat.

It is very difficult to stop this kind of infestation especially if the glider is laid up for any period of time. During inspections check for damaged wire and flexible pipes.

(Advisory)



2 Grob G102 Astir

Reported by Colin Watt, Lasham.

Landing gear handle broken in flight.

Thin handle welded to shaft and can weaken in time with heavy use. Check carefully during inspections.

(Advisory)



3 Grob G103 Twin Astir

Reported by Ian Mountain, Cranwell Gliding Club

Rudder pedal found cracked. Typical edge of weld crack. Chrome plating will hide crack until well developed.

(Advisory)



4 Grob G109**(Advisory)**

Reported by Jo Hoy, Anglia Sailplanes.

3 of the 4 rudder pedals found cracked at attachment to adjusting bar.

**5 MDM Fox-1 series**

AD 2012-0074
SB BO-18-2011

(Mandatory)

Revised inspection/modification of aileron control bell crank
Supersedes AD 2011-0195R1

http://ad.easa.europa.eu/blob/easa_ad_2012_0074.pdf/AD_2012-0074_1

6 MDM Fox-1 series

AD 2012-0079
SB BO-18-2011

(Mandatory)

Flight control – Elevator control pushrods

http://ad.easa.europa.eu/blob/easa_ad_2012_0079.pdf/AD_2012-0079_1

7 Pilatus B4**(Advisory)**

Reported by Ian Patingale, RTO South East.

Exfoliation corrosion found on wing spar web root area. Possible water contamination. Not known if wing is serviceable following corrosion removal. After removing any substantial corrosion, seek advice from Type Certificate holder re serviceability.

**8 Schempp-Hirth Cirrus series****(Mandatory)**

Error in BGA TNS 02/04 item 1.14.

3000 hour checks are required as specified in the maintenance manual.

9 Schleicher ASH 25E**(Advisory)**

Reported by Tony Hoskins, The Glider Workshop.

Debris in fuel tank. What appears to be resin pieces were found in the fuel tank. The most likely origin is excess resin spew from manufacture that has broken off over time. Possibility of debris causing a fuel restriction.



10 Slingsby T31**(Advisory)**

Reported by Richard Moyse, Lasham.

Wing lift strut end fittings corroded inside tubular strut. Possible cause dissimilar metal corrosion due to inadequate protection. Only a very small amount of corrosion was visible prior to removal and might easily be dismissed. Look for signs of previous work. All parts should be painted properly and assembled with yellow jointing compound. Applicable to other Slingsby types.

**11 Slingsby Vega****(Advisory)**

Reported by Andy Brind, Shalbourne Gliding Club.

Canopy catch operating lever broken off. Possible incorrect previous repair.

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

Reported by Adrian Hatton, Sherwood Sailplanes.

Rear rudder cable attachment to ruder pedal split pins broken/missing and poor cable retention when distorted by pilots shoe.

Assemble with forward cable link on outside to capture cable (as shown) and only use good quality stainless steel split pins.

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

Reported by Roger Greig, Cairngorm Gliding Club.

Air Brake torque tube cracked. Known problem and inspection required by AD.

The kind of crack is typical of this type of design and applicable to many types. Investigate any paint cracks.



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

Reported by Stuart Black, Buckminster Gliding Club.

Control stick mounting blocks cracked. Known problem and inspection required by AD.

**Engines****15 DG 500MB Carburettor Choke Butterfly****(Advisory)**

Reported by David Strange, The Park.

The redundant choke butterfly on Mikuni carburettor was found with one screw missing and the other loose. The aircraft is fitted with a Solo engine and it is possible that this carburettor is used on many other types. The issue may be high engine vibration and ineffective screw peening.

**16 Rotax 912**

AD 2012-0093-E
ASB-912-061

(Mandatory)

Before flight inspection of fuel pump to determine type/serial number installed then possible fuel pipe change.

http://ad.easa.europa.eu/blob/easa_ad_2012_0093_E.pdf/EAD_2012-0093-E_1

Propellers**17 Ingrid Oehler Propeller (Schempp-Hirth Duo Discus T)****(Advisory)**

Reported by James Eagleton, Portmoak.

Folding propeller blade mounting block found cracked. Please report any further occurrences.



Equipment

18 **Becker AR3201 Transceiver** **(Advisory)**

Reported by Mike Randle.

Internal battery leaking causing extensive internal corrosion. You don't have to leave in damp conditions for the battery to leak but it will promote the problem. Batteries should be changed every 4 years or according to the maintenance instructions. This probably applies to other types of radio as well.

19 **L'Hotellier Connectors** **(Advisory)**

EASA SIB 2012-04
EASA Safety Information bulletin issued, Please see BGA Guidance document and relevant airworthiness directives.

<http://www.gliding.co.uk/bgainfo/technical/documents/SIB2012-04Advice.pdf>

<http://ad.easa.europa.eu/ad/2012-04>

<http://www.gliding.co.uk/bgainfo/technical/documents/lta1993-001-3maint.pdf>

<http://www.gliding.co.uk/bgainfo/technical/documents/lta1994-001-2.pdf>

20 **OTTFUR CW 300 Release** **(Advisory)**

Reported by J Thompson, Portmoak

Broken operating lever. This appears a similar failure as reported in TNS 5-2010. Please check at next opportunity and report any further failures to BGA.



General Information

20 **ARC renewal fees**

Please note that due to CAA price increases it has been necessary to amend the fees. Please check latest fees on the [BGA web site](#).

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: 2012/01

State of Design Airworthiness Directives review date: 30 May 2012

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2012-10

EASA Airworthiness Directives review date: 30 May 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

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