



Technical News Sheet

Issue 5-2011

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Airworthiness Information

- 1 **DG-500 series** AD 2011-0191, TN 500/05 **(Mandatory)**
Inspection, adjustment and modification of rear seat head rest restraint cords
http://ad.easa.europa.eu/blob/easa_ad_2011_0191.pdf/AD_2011-0191_1
- 2 **DG-500 series** AD 2011-0209, TN 500/04 **(Mandatory)**
Inspection and reinforcement of C of G release hook mounting bulkhead
http://ad.easa.europa.eu/blob/easa_ad_2011_0209.pdf/AD_2011-0209_1
- 3 **DG-505** **(Information)**
Reported by Jim Heath, Southdown Gliding Club.
Damaged tail plane mounting bush. One of the two tail plane to fin mounting bushes was found dis-bonded. It is suspected that excessive force may have been applied during daily inspections causing overloading of the mounting bush.
Other operators are advised to take note.
- 4 **Glasflugel gliders** **(Recommended)**
Standard Libelle 201B S/N 169 TN 201-40
Standard Libelle 203 all S/N
Standard Libelle 204 all S/N
Club Libelle all S/N TN 205-27
Hornet all S/N TN 206-26
Mosquito all S/N TN 303-25
Glasflugel 304 all S/N, except "B", "C" & 304 TN 304-12
Kestrel all S/N TN 401-30
Glasflugel 604 all S/N TN 604-11
BS 1 all S/N TN 501-10

Inspect vertical control rod in fin for corrosion and replacement of rod if necessary.
Inspection within 30 days and repeat at annual interval.

<http://www.streifly.de/TN201-40.pdf>

<http://www.streifly.de/TN201-40Install.pdf>

<http://www.streifly.de/ListeBetriebeTM201-40.pdf>

- 5 **Grob Twin Astir** (Information)
 Reported by Martin Smith, Dartmoor Gliding Club.
 Airbrakes locked open after winch launch. Investigation revealed that the air brake controls were incorrectly adjusted. Adjusting in accordance with manufacturers recommendations rectified the problem.
 Owners and inspectors should always take note of manufacturers rigging instructions.
- 6 **Grob Astir CS 77** (Information)
 Reported by Eddie Gunner at The Park.
 Landing gear selector 6 mm pivot bolt found sheared off. This is a fairly common incident and happily the glider landed without damage.
 During annual inspections and after heavy landings owners and inspectors should consider replacing standard hardware susceptible to high and frequent loads on a routine basis. The cost of a few standard nuts and bolts is far less that repairing damage or replacing landing gear bay doors.
- 7 **Grob Astir CS** (Information)
 Reported by Martin Smith, Dartmoor Gliding Club.
 Landing gear aluminium casting broken. Grob used many aluminium castings in the production of the Astir. The landing gear castings are particularly susceptible to damage and failure, sometimes without warning. Inspectors should carefully inspect castings during annual inspections, first ensuring they are clean,
- 8 **MDM-1 Fox** AD 2011-0195R1 (correction 14/10/11) (Mandatory)
 SB No BO-16/2011 MDM-1 Fox
 Aileron bell crank console, operational check and operational limitation
http://ad.easa.europa.eu/blob/easa_ad_2011_0195_R1_Correction.pdf/AD_2011-0195R1_1
- 9 **MDM-1 Fox** AD 2011-0210-E (Mandatory)
 SB No BO-17/2011 MDM-1 Fox
 Control stick inspection and replacement
http://ad.easa.europa.eu/blob/easa_ad_2011_0210_E.pdf/EAD_2011-0210-E_1
- 10 **Schempp-Hirth Duo Discus** (Information)
 Reported by Stuart Naylor, Fulmar Gliding Club.
 Control restriction caused by detached wing tip extension, aileron extension "up" stop bracket becoming detached. Possible cause is miss-handling by lifting wing tip by aileron extension during transport or rigging.
 Fleet check carried out, no further reports.

Engines

- 11 **Solo 2 350 and 2 350D engines** SB 4603-12 (Information)
 Reported by Jim Heath, Southdown Gliding Club.
 Update information;
 Manufacturing defect on the forward carburettor manifold. Incorrectly drilled hole filled with resin during production. Resin braking up causing blocking of main jet.
 2 other aircraft found with similar problems.
 Service bulletin issued by SOLO.
http://www.solo-germany.com/files/flug/download_dateien_de/tm_4603_12_entwurf.pdf

Equipment

- 12 **Solid Rubber Tail wheels** **(Information)**
 Reported by Bob McLean, McLean Aviation
 Several aircraft have been found with solid rubber tail wheel or dolly tyres fitted instead of inflatable tyres. We assume this has been done in attempt to reduce tail wheel punctures or for cost saving.
 Wilhelm Dirks has provided the following advice;
- "The tailwheel tyre/dolly tyre is a spring element necessary to protect the tailwheel hub, tailwheel suspension and aft fuselage incl. control system and in case of the DG-1000M the tail wheel fork and suspension.*
- All tests have been executed with tyres with tubes and the rated tyre pressure.*
- If a hard tubeless tyre with less spring and damping efficiency will be installed elements mentioned above may be damaged."*
- Wilhelm Dirks is a respected sailplane designer and his advice should be noted. Owners and inspectors should only install the recommended type of tyre. If punctures are a problem perhaps you should be looking at the cause rather than the symptom.

General Information

- 13 **CAP 553 British Civil Airworthiness Requirements, Section A.**
 The CAA have published information notice [IN 2011/107](#) to advise owners and maintenance organisations to the new requirements for Annex II powered aircraft (Annex II Tugs in the BGA's case). There will be some changes in the way C of A's are managed and the introduction of a new "National ARC".
 The changes to BGA procedures will be announced in due course.
- 14 **BGA Compendium or Airworthiness Directives**
 Inspectors are reminded that when carrying out an annual inspection and/or ARC airworthiness review that you should research [Airframe](#), [Engine](#) & [Propeller](#) (if applicable) AND [equipment](#) information.
- 15 **BGA Inspections**
 Inspectors are reminded that it is a condition of using the BGA CAMO or BGA C of A that all relevant [BGA inspections](#) are complied with. In some cases this is a more restrictive limitation on a manufacturers requirement. All the inspections are there for a good reason based on actual experience gained within the BGA.

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: 2011/05
 State of Design Airworthiness Directives review date: 28 October 2011

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2011-22
 EASA Airworthiness Directives review date: 28 October 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

Jim Hammerton
Chief Technical Officer