

**Issue 6-2011**

**Date: 21/12/2011**

## Airworthiness Information

### 1 **DG 200**

Reported by John Gilbert, Essex Sailplanes.

Two gliders found with damaged airbrake drive rods. The damage is caused by the undercarriage arm end striking when raised or lowered. Careful adjustment is needed.

(Rather disappointingly, one of the rods had been turned over to hiding the damage!)

**(Information)**



### 2 **DG500**

Reported by David Strange, at The Park.

Stone or debris damage to the main wheel shroud.

The shroud over the main wheel is fairly thin and damaged easily by the wheel picking up a stone or possibly a cable ring set.

**(Information)**



### 3 **Glasflugel "T" Tail Sailplanes**

AD 2011-0213R1

**(Mandatory)**

Standard Libelle, Club Libelle, Hornet, Hornet C, Mosquito, 304, Kestrel, 604 & BS1. Inspection of elevator control rod in vertical fin.

(Please note this inspection is not applicable to Slingsby T59 Kestrel sailplanes)

Under EASA Part M subpart F BGA approval number UK.MF.0007, BGA inspectors holding Composite Repair rating are authorised to carry out the replacement procedure after obtaining working instructions from the TC holder.

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2011\\_0213\\_R1.pdf/AD\\_2011-0213R1\\_1](http://ad.easa.europa.eu/blob/easa_ad_2011_0213_R1.pdf/AD_2011-0213R1_1)

[Glasfaser Flugzeugservice](#)

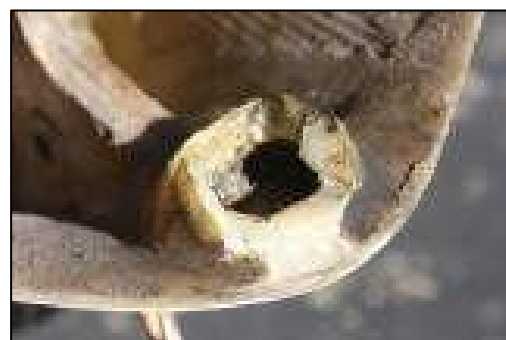
- 4 Scheibe SF26** **(Information)**  
Reported by John Gilbert, Essex Sailplnes.

Unsatisfactory repair found on SF26 Rudder control bell crank. No corresponding log book entry. Please remember that all repairs must be carried out in accordance with approved procedures and to the correct standard.



- 5 SZD 50-3 Puchacz** **(Information)**  
Reported by Darren Smith, PNGC.

Rudder detached from aircraft during landing roll. The problem was found to be the GRP "cup" supporting the lower rudder hinge had broken. A fleet inspection in this area was initiated.



## Engines

- 6 Limbach Engines – Update** **(Information)**  
Previously announced closure of Limbach was due to cause potential support issues for many operators. We are pleased to advise that Limbach has been sold as a going concern and support will continue. More details on the Limbach web site.  
[http://www.limflug.de/downloads/905/Ausstieg\\_Neuanfang02.pdf](http://www.limflug.de/downloads/905/Ausstieg_Neuanfang02.pdf)

- 7 Rotax 912 & 914** **(Mandatory)**  
AD 2011-0224-E  
ASB-912-059, ASB-914-042  
Inspection of certain crankshafts installed in 912 and 914 engines. See ASB for details.  
[http://ad.easa.europa.eu/blob/easa\\_ad\\_2011\\_0224\\_E.pdf/EAD\\_2011-0224-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2011_0224_E.pdf/EAD_2011-0224-E_1)  
<http://www.rotax-aircraft-engines.com/favicon.ico>

## General Information

- 9 TNS back to 1975** now available on the BGA web site to download  
[British Gliding Association >> Airworthiness >> Technical News Sheets](#)
- 10 BGA Standard Repairs to Gliders** now available on the BGA web site to download. This publication is no longer available in hard copy.  
[British Gliding Association >> Airworthiness >> Standard Repairs to Gliders](#)

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: 2011/06

State of Design Airworthiness Directives review date: 21 December 2011

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2011-26

EASA Airworthiness Directives review date: 21 December 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

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