

**Issue 3-2013**

**Date: 01/07/2013**

## **Airworthiness Information**

- 1 ASK 13 Rudder Pedals (Advisory)**  
The BGA received a recent incident report where the forward pilots rudder movement was restricted by the rudder pedals contacting the nose cone. The pedals had been set in the fully forward position ahead of the forward saw tooth+adjuster. This is common with tall pilots. The underlying reason for the pedals traveling too far forward was the forward rudder cables were too long.  
When replacing the rudder cables on K-series gliders with the saw tooth+adjuster check that full movement can be achieved with the adjuster in the most forward position ahead of the front tooth.
- 2 ASK 21 Manual Amendments and Placards AD 2013-0123 (Mandatory)**  
TN4b (Mi TN7)  
AD issued to amend the flight and maintenance manuals and install placards regarding spinning.  
[http://ad.easa.europa.eu/blob/easa\\_ad\\_2013\\_0123.pdf/AD\\_2013-0123\\_1](http://ad.easa.europa.eu/blob/easa_ad_2013_0123.pdf/AD_2013-0123_1)
- 3 ASW 20 (Applicable to all types) (Advisory)**  
Reported by John Giddins, Banbury Gliding Club  
A recent modification had been carried out to a control stick to install a handle containing controls for the navigation system involving shortening the stick. Ensure that if a stick really needs to be shortened only the minimum is removed leaving enough to allow proper engagement of the handle grip. In addition it is usual to centre drill to allow the retaining grub screws to locate.



**4 DG500/20 and /22**

Reported by Tim Donovan, Shenington Gliding Club.

The flap operating torque tube bearing shells disbonded and could cause a jam. The shells are covered by a rubber gaiter. It is recommended to inspect these for security annually.

**(Advisory)****5 Duo Disc Elevator Drive**

Reported by Stuart Naylor, Highland Gliding Club  
An elevator drive plate bolt had become unwound preventing de-rigging the tail plane. If these bolts are removed always tighten fully and using a new lock washer. Do not use lock-tite.

**(Advisory)****Engines****6 Rotax 912 and 914****AD 2013-0117-E****(Mandatory)**

ASB 912-062R2, ASB 914-044R2

Superseding AD 2013-0055-E Cylinder head inspection/replacement . extended applicability.

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2013\\_0117\\_E.pdf/EAD\\_2013-0117-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2013_0117_E.pdf/EAD_2013-0117-E_1)

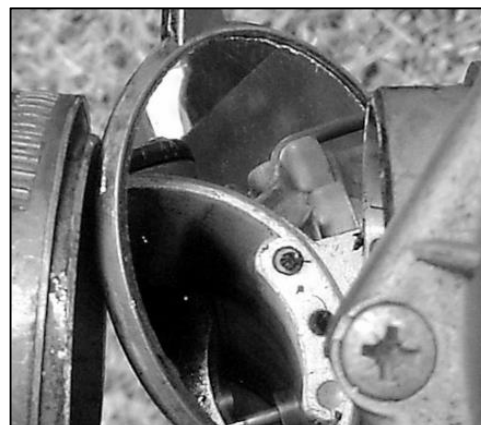
**7 Engine Intakes**

Reported by William Smith

**(Advisory)**

A recent incident on a Micro-light aircraft where the engine was running roughly and would not idle. The engine had ingested flies and the body of a fly was lodged firmly in the slow running jet.

This highlights the importance of maintaining air filters in good condition.



## Propellers

### 8 Duo Discus T Propeller Hub

Reported by Ian Ashton

(Advisory)

The recent inspection of propeller hubs required by AD 2013-0012 was carried out.

Two cracked retaining lugs were found. The cracked hub was very difficult to see at first. Cleaning with fine wet and dry paper to remove the surface contamination revealed the cracks.

This was a modified hub and had only been used for 18 hours.



## General

### 9 Overweight Aircraft and Other Incidents

Inspectors are reminded that should an aircraft be flown overweight or experience other hazardous occurrences and there is no manufacturer's information, help and guidance may be found in the AMP manual Part 4, leaflet 4-3.

<http://www.glidering.co.uk/bgainfo/technical/ampmanual.htm>

### 10 Test flights for Annex II Tugs (and motor gliders)

The CAA have announced the removal of the requirement to carry out a test flight at 3 year intervals when renewing the C of A on an Annex II Tug or Motor Glider.

<http://www.caa.co.uk/application.aspx?catid=14&pagetype=65&appid=7&newstype=n&mode=detail&nid=2253>

#### 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: 2012/05  
State of Design Airworthiness Directives review date: 01 July 2013

#### For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2013-09  
EASA Airworthiness Directives review date: 15 May 2013  
EASA Airworthiness Directives Bi-weekly issue: 2013-10  
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 GMP 2005, Issue 1, amendment 2

Jim Hammerton  
Chief Technical Officer