



# Technical News Sheet

**Issue 5-2013**

**Date: 07/11/2013**

## Airworthiness Information

- 1 Alexander Schleicher K6cr (Advisory)**  
Reported Incident . Applicable to other aircraft  
Seat repositioned aft effecting C of G and elevator deflection causing unusual spin behaviour. Highlights the need to record control deflections and refer to pervious figures to note changes and investigate the reason for change. In this instance, like many older gliders, the seat base also acts as the control stick back stop.
- 2 Alexander Schleicher ASK 21 (Advisory)**  
Reported Incident  
Rudder pedal adjuster knob detached on operation.  
Careful inspection required on adjustment/release knob attachments especially on small diameter cable systems making sure the knob is securely attached.
- 3 L13 Blanik AD 2013-0252 (Mandatory)**  
Wing spar caps inspection AI MB L13/116a & AI MB L13/112a  
[http://ad.easa.europa.eu/blob/easa\\_ad\\_2013\\_0252.pdf/AD\\_2013-0252\\_1](http://ad.easa.europa.eu/blob/easa_ad_2013_0252.pdf/AD_2013-0252_1)
- 4 Centrair 101 Pagase AD 2013-0258 (Mandatory)**  
**SB 101-06 r1**  
Required inspections following incident.  
Note: this AD is only applicable to the 101 Pagase however it can be used as a guide for other similar airframes and should be regarded as the starting point for the inspection.  
[http://ad.easa.europa.eu/blob/easa\\_ad\\_2013\\_0258.pdf/AD\\_2013-0258\\_1](http://ad.easa.europa.eu/blob/easa_ad_2013_0258.pdf/AD_2013-0258_1)
- 5 De Havilland DHC-1 Chipmunk CAA AD G-2013-0002 (Mandatory)**  
**TNS CT(C1)209**  
Tail plane attachment fittings - inspection  
<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=5778>
- 6 DG1000T AD 2013-0217-E (Mandatory)**  
Engine operation prohibited due to crankshaft failure  
[http://ad.easa.europa.eu/blob/easa\\_ad\\_2013\\_0217E.pdf/EAD\\_2013-0217-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2013_0217E.pdf/EAD_2013-0217-E_1)
- 7 DG800A, B and DG500MB AD 2013-0212 (Mandatory)**  
**TN 800/42 & TN500/06**

Starter motor control unit replacement

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2013\\_0212.pdf/AD\\_2013-0212\\_1](http://ad.easa.europa.eu/blob/easa_ad_2013_0212.pdf/AD_2013-0212_1)

- 8 SZD 36a Cobra (Advisory)**  
 Reported incident . applicable to other aircraft  
 Main landing gear door displaced and prevented landing gear extension. This type of aircraft has a moving door retained by rubber mounts. Ensure mounts are in good condition during inspections.

## Engines

- 9 Solo 2350C AD 2013-0217-E (Mandatory)**  
 Engine operation prohibited due to crankshaft failure. (see DG1000T)  
[http://ad.easa.europa.eu/blob/easa\\_ad\\_2013\\_0217E.pdf/EAD\\_2013-0217-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2013_0217E.pdf/EAD_2013-0217-E_1)

## Equipment

- 10 Seat Harnesses**  
 The picture shows a glider seat harness found in use. Obviously suffering from excessive webbing wear and corrosion of the buckle.  
 The BGA Maintenance Programme allows for seat harnesses to remain in service subject to on-condition inspections.  
 On Condition means that the item must be inspected and its condition assessed in accordance with the appropriate instructions. For seat harnesses use AMP Leaflet 4-8.



- 11 Gas struts**  
 Colder temperatures will highlight any weakness in gas struts used in various applications, landing gear assist, canopy restraint, trailer top support etc. Be aware when inspecting anything with a gas strut as it could fail to support the item or provide the necessary force when required.  
 Many landing collapses can be attributed to weak gas struts causing door damage with loss of use and expense in having the doors or fuselage repaired.

## General Information

- 12 Landing gear collapse**  
 The BGA continue to receive reports of landing gear collapse, many can be attributed to failure to properly lock the landing gear down, however during inspections you should take particular attention of the down lock mechanism. This can be a positive lock, a gas strut or springs with over centre or most likely a combination of both. Make sure everything is in good order and working properly. Consult the maintenance manual or drawing for over centre dimensions or set up instructions.
- 13 Abnormal Occurrences**  
 Many glider manuals have detailed instructions for inspections following unusual or abnormal occurrences such as heavy/hard landings, ground loops, turbulence, over-speed and such like. Where specific information is not available please refer to AMP Leaflet 4-3.

**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: 31 October 2013

**For reference:**

FAA Summary of Airworthiness Directives. Bi-weekly listing 2013-22  
EASA Airworthiness Directives review date: 31 October 2013  
EASA Airworthiness Directives Bi-weekly issue: 2013-22  
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, Issue 1, amendment 2

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