

Issue 6-2013

Date: 19/12/2013

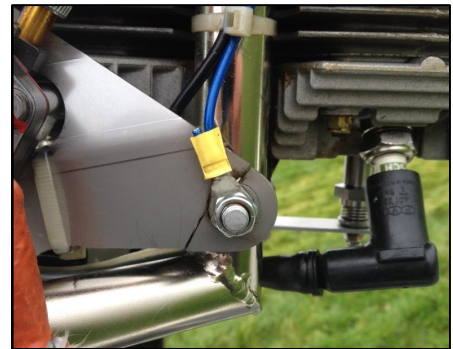
Airworthiness Information

1 **Alexander Schleicher ASW 28-18E**

Reported by Colin Cownden.

Fuel pump support bracket cracked. Originally replaced under TN2 but still having problems. Check on DI and annual inspections. We are advised that there is now a composite version that solves the problem.

(Advisory)



2 **Alexander Schleicher ASW27**

Reported by Stef Meester, Targett Aviation

Heavily corroded control column.
The corrosion was hidden under layers of paint and tape.

(Advisory)

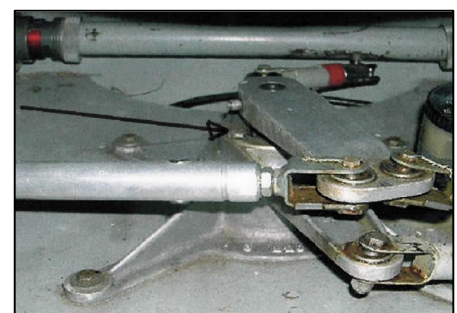


3 **Grob G103**

Reported by David Mason

Air brake bell crank mounting in centre fuselage
loose mounting bolts causing excessive free play.

(Advisory)



4 LS Gliders – Landing Gear Collapses (Advisory)

Various reports - Advice from BGA technical Committee

To help prevent landing gear collapses always follow the maintenance manual instructions and ensure there is adequate over centre and that the gas strut is in top condition. A weak gas strut will allow the landing gear to collapse.

It is recommended to thoroughly check this every annual inspection.

5 LS8-18 Rudder Cable Hang Up (applicable to other gliders) (Advisory)

Reported by Stef Meester, Targett Aviation.

The rudder pedals were found off-centre with rudder aligned. It was found that the tail ballast dump cable had caught on a lump of thickened resin attached to the right rudder cable in the rear fuselage and pulled the rudder cable outer tube down and out of the rear attachment.

**6 Pik 20 Support (Advisory)**

Reported by Alan Garside, Kent Gliding Club.

The Finnish CAA have moved the drawings library and AD information for the Pik 20 to the following web sites;

http://www.yksityisilmailu.fi/ilma-alukset/harrasteilma-aluksen_lentokelpoisuus/pik-20-tuki/

http://www.trafi.fi/en/aviation/airworthiness_and_permits_of_an_aircraft/gliders_and_powered_gliders

7 Piper PA18 and PA25 FAA AD 99-01-05 R1 (Mandatory)

The lift strut inspection (every 2 years) has been raised to revision 1 to require that if sealed lift struts are opened the terminating action for the repetitive testing is cancelled and the lift struts will require retesting at 2 year intervals.

Note: there appears to be an error on the AD as the PA18 applicability block has been omitted. The FAA have been advised.

Propellers**8 Ingrid Oehler TB GmbH Propeller fitted to Duo Discus xT (Advisory)**

Reported by Dickie Feaks

Cracking of the propeller bald attachment blocks continues to be an issue.

AD 2013-0054 and TN 890-13 refer and require inspections at each DI and annual inspection.



http://ad.easa.europa.eu/blob/easa_ad_2013_0054.pdf/AD_2013-0054_1

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: 19 December 2013

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2013-25

EASA Airworthiness Directives review date: 19 December 2013

EASA Airworthiness Directives Bi-weekly issue: 2013-25

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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