



BGA Airworthiness Compendium
Compendium of Airworthiness Directives, Mandatory Modifications, Special Inspections and Checklist of Defects
Motor Gliders and Tugs

INTRODUCTION

General information for guidance of inspectors collated from experience of incidents, published articles and general information.

MOTOR GLIDER AND TUG ISSUES

Note: Deleted entries in this section have been entered into relevant sections within the compendium.

1. **Airworthiness Notices – CAA:** withdrawn by CAA. Remaining items transferred to CAP 747 and CAP 562
2. **CAP 520 “Light Aircraft Maintenance”:** withdrawn from publication.
3. **Gas Collators in Fuel Systems:** inspect the retention system for wear [TNS 10/98](#)
4. **Fuel Contamination:** (whether MOGAS or AVGAS) has been recurring. Reported in GASILs and AAIB bulletins throughout the year. [TNS 12/88](#), [TNS 02/88](#)
5. **Fuel Hoses:** advise on selection and maintenance of fuel hoses [TNS 08/01](#)
6. **Gypsy Induction Flame:** traps may disintegrate and be swallowed by the engine. [TNS 12/88](#)
7. **Light Aircraft Maintenance Schedule (LAMS):** Latest issue is IAMS/A/1999 issue 2, amendment 0. Edition 5
8. **Lycoming, Gypsy:** (and other types) cylinder studs must be correctly torqued and regularly re-torqued to minimise the probability of cylinder separation from the crank case and cracking the cylinder head. All in accordance with maintenance manual or instructions.
9. **Heat Exchangers:** withdrawn by CAA. Requirements now included in maintenance programme
10. **Motor Glider and Tug:** Continued airworthiness flight tests not required for EASA aircraft at C of A issue or renewal.
11. **PA-25 Pawnee:** Wing root cluster Improved design to eliminate the inspection [TNS 04/97](#) & [TNS 08/97](#). Booker Air Services (01494 442501) can carry out the Failed landing gear. [TNS 06/97](#) Deeside GC have embodied new STC mod eliminating most of repetitive NDT full details on web site [www.pawnee.soaring.org.uk] [TNS 02/00](#) GASIL 2/97 recommends check cables to limit damage if u/c fails [TNS 08/97](#) Parking brake malfunction FAA AD 85-02-05 [TNS 12/97](#) “Magna Flite” starter motors found unsatisfactory on O-540 engines [TNS 02/99](#). Alternative hot air shutter failure causes power loss [TNS 04/99](#). Cracked flap operating bell cranks [TNS 1-2007](#) EASA approved AD RA 2006-06-01Rev 1 inspection of tail plane mounting spigots [TNS 6-2006](#)
12. **Propellers:** check bolt torque and locking regularly. Must be to manufacturers' instructions to prevent damaged installations and propellers coming off. [TNS 12/97](#)



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13. **PVC Tubing:** shrinks and becomes hard and brittle with prolonged exposure to fuel. Replace “site tubes” regularly and use fuel proof tube for all other applications. [TNS 04/99](#)
14. **Schweitzer Type Banner Towing Hooks:** Mod to add bearing to reduce release loads, very strongly recommended. BGA Mod “BGA/T/1/85” ref [TNS 08/86](#), [TNS 02/88](#) & [TNS 06/03](#)
15. **Scott Tail-Wheel Axis:** vertical bolts should be replaced to prevent loss of the tail-wheel assembly.
16. **Tail-Wheel Leaf Spring Failures:** [TNS 06/88](#)
17. **Undercarriage Pivot Bolts:** should be replaced (or crack detected) at frequent intervals to prevent failures which may lead to significant damage. PA-18s, PA-25s, Citabrias, Bellanca Scouts, Austers etc.
18. **Unleaded MOGAS:** withdrawn by CAA transferred to CAP 747
19. **Water In Fuel:** identification of water see [TNS 06/97](#)
20. **Bulk Fuel:** Avgas contaminated by Diesel. Ensure safeguards and policy to prevent [TNS 02/00](#)
21. **Engines General:** Reminder that engines, propellers, magnetos, hoses have lives refer to LAMS schedule and manufacturers data [TNS 08/00](#)
22. **Duplicate Inspections:** Reminder that duplicate inspections are required if a control system or critical point is disturbed. [TNS 08/00](#)
23. **Torque Loading:** Reminder to follow manufacturers specified torque loading [TNS 12/00](#)
24. **Heavy Landings:** Recommend “weight off” inspections following heavy landing [TNS 12/00](#) Check crank case, crankshaft and propeller flange even if no prop strike on VW engines with VP props.
25. **Weighing:** BGA recommends that Motor Gliders and Tugs are reweighed every eight years Airworthiness Notice 38 gives guidance for weighing after painting..
26. **Generic Requirement No 24:** Motor gliders may obtain a variation from the rule to have at least 200 hours before TBO on first UK C of A. apply to CAA propulsion Dpt. [TNS 08/02](#) GR No 24 NOT APPLICABLE MID WEST engines [TNS 04/05](#) Rotax engines now included [TNS 1-2013](#)
27. **Piper Metal Battery Boxes:** ensure that positive cable does not short on box lid due to being loose in insulator [TNS 06/03](#)
28. **Motor Glider Restoration Projects:** Requirement cancelled by CAA



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29. **Airworthiness Publications:** The BGA Compendium of Airworthiness Directives does not include Tug AD's or other service information. Obtain information directly from approved sources.
30. **Fabric Inspections:** CAA Generic Requirement 8 fabric inspections require details of the inspection to be entered into the aircraft log book [TNS 10/04](#)
31. **Non-Amended Publications:** with increased use of the internet, paper publications may not be amended. Either withdraw from use or mark "Uncontrolled Copy"
32. **Wooden Structure:** BGA Inspection of wooden structures using Kaurite glue and 5 year repeat [BGA 047/02/2006 issue 1](#), [TNS 1-2006](#)
33. **Permit Aircraft:** MPD 1995-001R4 issued to clarify compliance with all applicable AD's on aircraft issued with CAA Permit to Fly. [TNS 1-2006](#)
34. **Lycoming Engines:** EASA AD 2005-0023R2 requiring mandatory check for exhaust valve sticking and wear every 440 hours unless chrome guides are fitted. Lycoming crankshaft inspection FAA 2006-20-09 ECI Cylinders some have 800 hour life FAA AD 2006-12-07. [TNS 5-2006](#) & Cracking problems AD 2008-19-05 [TNS 5-2008](#)
35. **A/W Notice Mandatory Inspections Transfer to Generic Requirements:** transferred requirements A/W n 88 – GR 6, A/Wn 20 – GR 8, A/Wn 38 – GR 10, A/Wn 75 – GR 17, A/Wn 35 – GR 24. GR's should be recorded in log books. Note changes to GR 17 and GR 24. [TNS 3-2006](#)
36. **Primer Pipes:** reported on Pawnee but applicable to most tugs. Primer line unclipped from bulkhead and chafed through on silencer. High risk of fire. Inspect regularly.
37. **Piper Cub:** Incorrect bolts fitted to some lower lift strut fittings and may foul landing gear SB 1172. now available on internet [www.newpiper.com](#) Cracked flap operating bell crank (same as Pawnee) [TNS 1-2007](#)
38. **Rallye:** Cracked elevator hinge [TNS 1-2007](#)
39. **Piper Cub:** stab trim screw jack failure [TNS 2-2008](#),
40. **CAA Lamp:** to be used for all EASA Tugs and SLMG after ARC is issued and by 28/9/08 at the latest. LAMP must be customised to each aircraft or type. See AIRCOM 2009/18
41. **Pawnee Landing Gear:** cracks in forward hinge point [TNS 4-2008](#)
42. **ARC Renewal:** ARC's can be renewed until 5 Jan 2009 using the BGA M3 process [TNS 4-2008](#)
43. **Flight Manuals for T61 Series:** available from Slingsby. C of A with conditions no longer applicable