



**BRITISH
GLIDING
ASSOCIATION**

Technical News Sheet

Issue 2-2015

Date: 12/06/2015

Airworthiness Information

Aircraft

1 K6 and Possibly Many Others Schleicher TN24 Mandatory

http://www.alexander-schleicher.de/wp-content/uploads/2015/03/080_LTA_1996-005_E.pdf

After a recent accident with a K6, during which the canopy detached from the fuselage, the canopy cord should have snapped. It did not, leaving the flailing canopy attached to the glider. It should have had a snap hook fitted that broke at 34kg. This should also apply to any gliders that have had BGA approved mods to fit hinging canopies.

ad A1) Check whether the canopy retaining cord uses a snap hook as weak link at the fuselage (eg: Simplex-snap hook to spec DIN 5287, hook length 30 to 35 mm). This snap hook should open at a tensile load of ~ 34 kg.

Other means of fixing, such as leather sloop or Nylon cord without weak link are not permissible and must be replaced by the prescribed type of fixing.

2 All Schleicher Wooden Gliders 042/07/2004 issue 4 Mandatory

I have sent out a separate email to owners, inspectors and club Technical Officers updating and advising them on results so far.

3 All Twin Astirs, G103 Twin II and ACRO EASA proposed AD No:15-064 Advisory

http://ad.easa.europa.eu/blob/EASA_PAD_15_064.pdf/PAD_15-064_1

We recommend that you carry out the inspection requirements of the Lindner LTB TM before this becomes a Mandatory AD at the height of the soaring season in August.

4 All DG1000T and Solo 2350 C Engines EASA AD No: 2015-0052-E Mandatory

http://ad.easa.europa.eu/blob/EASA_AD_2015_0052_E.pdf/EAD_2015-0052-E_1

All owners were individually notified. There is a possibility that this could affect other Solo 2350 C engine users.

5 PZL Glider SZD-50**EASA AD No: 2015-0046 Mandatory**http://ad.easa.europa.eu/blob/EASA_AD_2015_0046.pdf/AD_2015-0046_1

All owners were notified individually. This replaces the previous advisory.

6 Various Aircraft Equipped With Wing Lift Struts FAA 2014-CE-036-AD Mandatory[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgad.nsf/0/f52f109a2645225786257e36004ea10c/\\$FILE/2015-08-04.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgad.nsf/0/f52f109a2645225786257e36004ea10c/$FILE/2015-08-04.pdf)

This tidies up the original AD about lift struts and what happens if you unseal them.

Engines**7 Semperit Fuel Hose FUB386 dated 3Q2014 Safety Bulletin 040615 – Issue 2 Advisory**<http://www.skydrive.co.uk/forms/SB-040615%20-%20SEMPERIT%20HOSE%20-%20Issue%202.pdf>

If you have changed any fuel hose recently, check the bulletin to see if you could have this fitted.

8 SIB CE-15-10 - Safety Information Bulletin: Eaton (Aeroquip) 800 series Fuel, Oil, or Hydraulic Fluid Hoses**Advisory**<http://ad.easa.europa.eu/ad/CE-15-10>

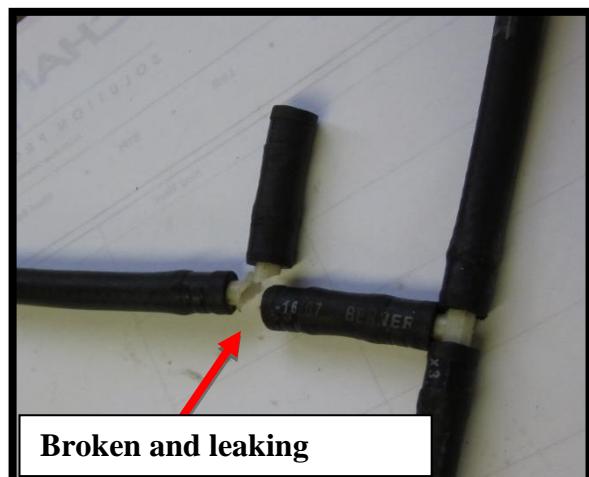
This is an EASA advisory bulletin and not yet an AD.

9 All Scheibe Motorgliders**Advisory**

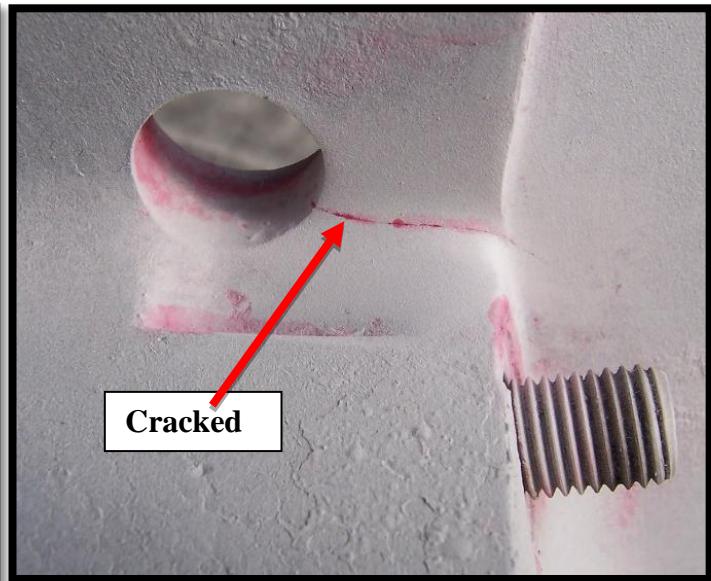
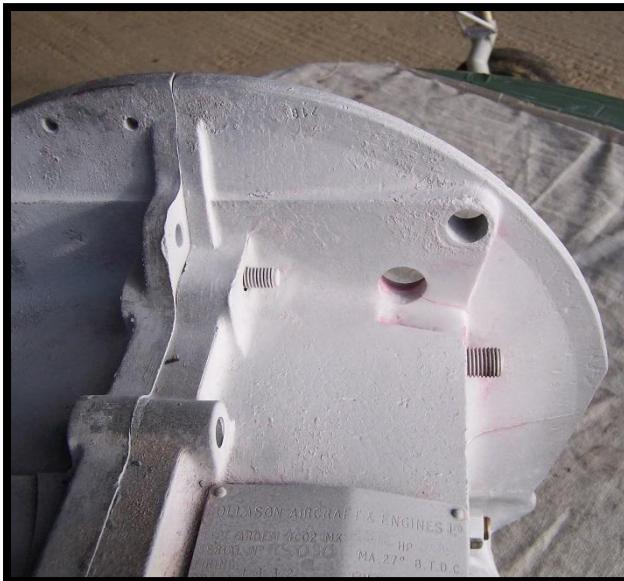
Broken T piece in fuel line. Scheibe supply a choice of Nylon T pieces or metal ones.

The nylon ones break easily and are more brittle so metal T pieces recommend.

Reported by John Giddins.



10 All Engines Require NDT Check after Prop Strike (except some Rotax 912/914) Mandatory



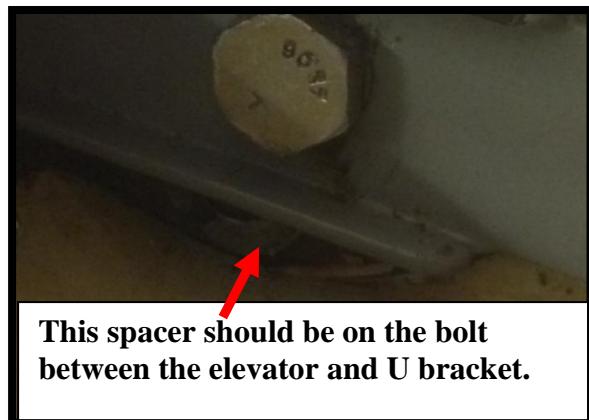
This was found on a crankcase engine mount, after a prop strike on a Rollason VW engine with a wooden prop. Do not ever be tempted to just change the prop and perform a run out check after a prop strike. Crankcase and crankshaft should always be NDT checked and issued a Form 1 prior to going back into service.

Reported by Matt Bryant.

General Information

Mostly Glasflugel and Schemp-Hirth Gliders but possibly others

Advisory



This is on a Nimbus 4 but could equally be an issue on most fixed tailplane gliders that rely on spacers to get the correct fit. They rely on the correct number and thickness of spacers to work smoothly and not bend/crack the hinges and brackets. In this case whoever reassembled it last did not spot that the spacer had dropped out of place.

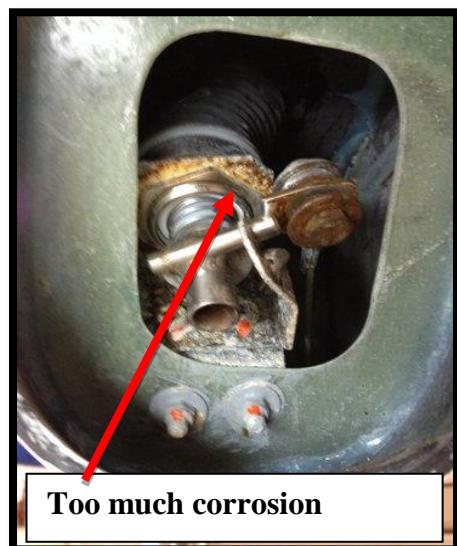
Reported by Carl Peters.

12 Tail Water Ballast Dumps on Schempp-Hirth Gliders**Advisory**

These must be checked for operation at every annual. Frequently owners have problems with them seizing during the soaring season. This is often the result of neglect and lack of maintenance.

Don't just check they work but actually look at them. If they are rusty like this one then remove it, de-corrode, repaint and refit with new seals if required.

Corrosion of the fuselage mounted lower rudder hinge is often associated with a corroded dump valve assembly.

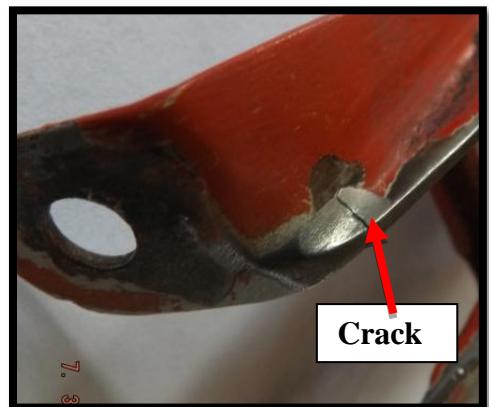
**13 Schleicher Wooden Gliders K series, Lower Rudder Hinge Crack****Advisory**

This is a very well known problem. After very heavy landings and at every annual thoroughly check this for cracks.

By virtue of the location, cracks are not easy to spot.

This cannot be repaired and must be replaced.

Reported by Alan Wyse.

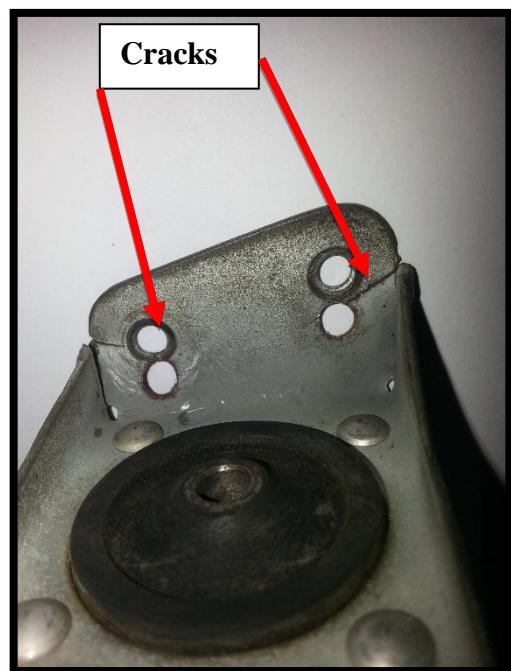
**14 PZL Glider SZD-50 Puchacz and Possibly Other SZD/PZL Types****Advisory**

This bracket supports the instrument panel and the cable release. The fractures/splits in the brackets could potentially result in the bracket coming completely apart resulting in the pilot having the panel in his or her lap. More importantly, the pilot may not be able to release the cable under pressure. Also ensure the rubber is not perished. This particular example appears to have been modified with non-standard extra holes.

Discovered by Tim Sharp



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15 SF25C New Tailplane Bolts**Advisory**

These bolts, as supplied recently with new SF25C motorgliders, have a problem with their plating that leads to significant corrosion only a few months after installation. Contact Scheibe if this affects you.

**16 Discus and Possibly Others: Wrongly Fitted Parcel Shelf****Advisory**

http://www.caa.govt.nz/Airworthiness_Directives/Continuing_Airworthiness_Notices/CAN_27-008.pdf

Learning by other people's mistakes. This is well worth a read.



Caused by incorrectly fitted parcel shelf during maintenance

17 Primary Flight Displays and Electronic Supplemental ASI**Advisory**

There are many very nice uncertified Primary Flight Display instruments (Dynon and LX9000 are just two of them) now on the market.

More and more pilots are relying on the uncertified electronic ASI in flight, so it is recommended to calibrate them at annual, even though not legally required.

However If there is a significant leak in any of the plumbing it can make the primary ASI misread as well.

Put the manometer onto the pitot line that feeds both the ASIs, at the same time while calibrating and performing a leak check.



18 BGA Airworthiness Website Changes**Advisory**

The BGA website, including the airworthiness section, will be changing in the next few days. Although the same content will be present, there is an all-new design and a significantly improved search capability. ARC templates will no longer be password protected.

Although there will inevitably be some teething issues as you become used to the new design and structure, please explore the site. We would appreciate it if you only call the office as a last resort!

19 T61 Transition from EASA to Annex 2**Advisory**

We are anticipating this happening in the autumn. Until notified otherwise, please carry on with ARC process.

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: 2014/2

State of Design Airworthiness Directives review date: 10/06/15

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 15-11

EASA Airworthiness Directives review date: 10/06/15

EASA Airworthiness Directives Bi-weekly issue: 12

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

Gordon MacDonald

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