

Issue 2-2014

Date: 06/05/2014

Airworthiness Information

1 Cables 1

The result of not routing cable under guide pin. The cable had also sawn a slot in the other end of the mounting bracket as a result of coming off the guarded pulley. This design of cable pulley has two split pins that are used as cable guides to prevent the cable from coming off the pulley. The split pins need to be removed to allow the cable to be removed and refitted then replaced on completion.

Advisory



2 Cables 2

Lack of thimble used when making up cable means there was nothing to prevent the cable riding over the top of the release arm. The thimble would have fitted snugly around the spacer retaining it in position. The release would have been hard to operate due to the reduced mechanical advantage. The cable itself is poorly made with far too much protruding from the sleeve.

Advisory



3 Cables 3

Incorrectly adjusted nose release cable means the equaliser ran out of movement before the hook was fully released. Failure to check the adjustment of the cables in all modes of operation of the release control system.

Advisory



- 4 CEAPR (Robin) DR 200, 300, 400, HR 100 & R1180** **Mandatory**
AD 2014-0003
 Magneto switch inspection/replacement
http://ad.easa.europa.eu/blob/easa_ad_2014_0003.pdf/AD_2014-0003_1
- 5 Duo Discus T** **Advisory**
 Reported by Gordon MacDonald, Lasham
 Excessive play in propeller shaft bearings. Play only apparent when checking in a side to side direction. Play can be masked by drive belt tension.
- 6 French AD site** **Information**
 Reported by Alan Garside, Kent GC
 The following web address may be useful if you are researching ADs for French aircraft. www.osac.aero/cn
- 7 Grob G102 Astir** **Advisory**
 Reported by Ian Mitchell, DSGC
 Damaged tail plane attachment pin found during inspections following a ground loop incident. The cracked pin was difficult to see until removed from the fitting.
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- 8 Grob G102 and G103 Control Pulleys** **AD 2014-0067** **Mandatory**
TM-G05/SB-G05 & A/I-G05
 Cracking of plastic control cable pulleys . replacement with aluminium pulleys. Long standing issue and reported as a proposed AD in the last TNS. Please note that this AD has specific model and serial number applicability.
http://ad.easa.europa.eu/blob/easa_ad_2014_0067.pdf/AD_2014-0067_1
- It is recommended that other Grob sailplanes and powered sailplanes not included in the AD are checked at the next scheduled maintenance and if plastic (White or Brown) pulleys are installed consideration is given to changing them for aluminium. Any cracked pulleys must be changed.
- 9 Corrosion and Debris Build Up** **Advisory**
 Reported by Carl Peters from Bannerdown.
 Open class glider with a covered belly/C of G release unit. As can be seen when the cover was removed the release unit was very dirty and severely corroded. It is important to remove covers to check drain holes, inspect release units and other components inside and service the items.
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- 10 Schempp-Hirth Ventus and Discus Powered Sailplanes** **Advisory**
 Reported by David Rhys-Jones, Southdown GC
 With reference to the inspections required by **AD 2011-0146** for un-modified pylon for cracks. A large crack was found after 20 min engine operation. It appears that crack propagation is very fast as no signs were visible prior to the flight, the engine/pylon had 18 hours in service.
 Please ensure this area is closely inspected at annual inspection and every DI in accordance with the AD instructions.

Engines

- 11 SOLO 2350C** **AD 2013-0271R1** **Mandatory**
SB 4603-14
 The AD prohibiting the operation of SOLO 2350C engines in DG1000T has been revised.
 Engines modified in accordance with SOLO SB 4603-14 may now be operated.
http://ad.easa.europa.eu/blob/easa_ad_2013_0217_R1.pdf/AD_2013-0217R1_1

Equipment

- 12 Seat Harness Attachment** **Advisory**
 Reported by Les Blows, Southdown GC
 Small shackles are used to secure many older glider seat harnesses. The example in the picture shows a shackle where the threaded hole was stripped and the pin was only retained by thin locking wire (removed). It is worth remembering that in older gliders these items may have been undone and done up many times and may be worn beyond safe limits.



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: 2014/01

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2014-09
 EASA Airworthiness Directives review date: 06 May 2014
 EASA Airworthiness Directives Bi-weekly issue: 2014-09
 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

Jim Hammerton
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