

Technical News Sheet

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 Gplit 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.



4 CEAPR (Robin) DR 200, 300, 400, HR 100 & R1180 AD 2014-0003

Mandatory

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 AD¢ for French aircraft. www.osac.aero/cn

7 Grob G102 Astir

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.

Advisory



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 sailplaned 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.



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 SB 4603-14 Mandatory

The AD prohibiting the operation of SOLO 2350C engines in DG1000T has been revised.

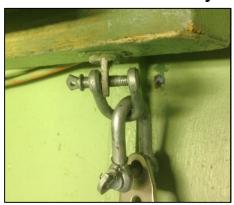
Engines modified in accordance with SOLO SB 4603-14 may now be operated. http://ad.easa.europa.eu/blob/easa ad 2013 0217 R1.pdf/AD 2013-0217R1 1

Equipment

12 Seat Harness Attachment

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.

Advisory



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

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