

**Issue 4-2014**

**Date: 10/09/2014**

## Airworthiness Information

**1 Alexander Schleicher ASW 20  
Reported by Robin Willgoss**

**(Advisory)**

Corrosion found on controls and bearings probably caused by condensation in inaccessible areas.

Rod ends and hardware also found corroded.

Inspection in closed areas is difficult; the use of a flexible borescope will aid inspection.



**2 Alexander Schleicher ASW 22 AD 2014-0190**

**(Mandatory)**

Flight controls . Elevator control system Inspection/Modification

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2014\\_0190.pdf/AD\\_2014-0190\\_1](http://ad.easa.europa.eu/blob/easa_ad_2014_0190.pdf/AD_2014-0190_1)

**3 Alexander Schleicher ASW28-18E**

**(Advisory)**

Several reports of cracked engine pylons.

BGA recommendation; not to use engine until later design pylon is fitted or issue resolved by manufacturer.

Reported to EASA. AD expected.



**4 Lange Antares E1 AD 2014-0182-E**

**(Mandatory)**

Electric power . Capacitor board modification

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2014\\_0182\\_E.pdf/EAD\\_2014-0182-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2014_0182_E.pdf/EAD_2014-0182-E_1)

- 5 **Lange Antares E1** **AD 2014-0183-E** **(Mandatory)**  
Hydraulic power . Hydraulic pump shaft coupling replacement  
[http://ad.easa.europa.eu/blob/easa\\_ad\\_2014\\_0183\\_E.pdf/EAD\\_2014-0183-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2014_0183_E.pdf/EAD_2014-0183-E_1)

- 6 **Schempp-Hirth ARCUS M** **(Advisory)**  
Reported by Ian Cook

Excessive wear and failure of the throttle assembly retaining rails.

It is understood that a revised design rail is being supplied.



- 7 **Schempp-Hirth Std Cirrus** **(Advisory)**  
Reported by John Gilbert  
Tail plane mounting fittings and bolts loose due to wood shrinkage and load spreading washers not fitted. Not obvious with only light pressure applied.

- 8 **Slingsby T61** **(Advisory)**  
Found during structural survey  
Severe structural tube corrosion found under wheel fairing. Highlights the need for regular inspections and correct corrosion prevention measures.

## Engines

- 9 **Solo 2350 installed in LAK 19T** **(Advisory)**  
Reported by Barry Kirby  
Fuel pump bracket found cracked.  
  
It is suspected that this area is subject to high vibration.



## Propellers

- 10 **Taifun MT Propeller Failure** **(Advisory)**  
Report from USA  
  
It is suspected that the engine was operated in the prohibited RPM range causing a high resonance resulting in the detachment of one propeller blade in flight. Engine damage was extensive but stayed attached to the airframe fortunately.  
Aircraft with prohibited operating range must have tachometers marked with a red arc indicating the prohibited range.



## Equipment

- 11 **Glider Fuses** **(Advisory)**  
 A recent incident report of burning smell in the cockpit of a glider. On investigation it was found that a power supply cable was chaffing on a control cable and the battery fuse had been replaced with one of a much higher rating.
- Always ensure that the correct fuses are fitted and any reports of blowing fuses are properly investigated to establish the problem. Wiring must be properly secured to avoid chafing.
- 12 **Safety Alert - Control Column Grip** **BGA 056/08/2014** **(Recommended)**  
 To maintain proper control of a glider it is important that the control column grip is secure. Control column and other control grips should be fitted in accordance with the instructions supplied with the product. If, during a daily inspection, a grip is found to be insecure, please seek expert advice and rectify the fault before flight. BGA inspection raised for inspection and fitting guidance.

## General Information

- 13 **LBA Web site** **(Information)**  
 Anyone using the LBA Airworthiness Directive web site will be pleased to learn that after some considerable time of not working properly, it now works. Note; you need to search for LTA as this the German term for our AD.  
<http://www2.lba.de/LTAs/>
- 14 **BGA Exposition** **(Information)**  
 The BGA Exposition has been updated to revision 7.  
 For those with access privileges it can be found at;  
<http://www.glidering.co.uk/bgainfo/technical/exposition/index.htm>

### Compliance Statement:

All mandatory inspections and modifications have been included up to the following:  
 CAA CAP 747 Mandatory Requirements for Aircraft, issue: 3 amendment: 2014/01  
 State of Design Airworthiness Directives review date: 10 September 2014

### For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2014-18  
 EASA Airworthiness Directives review date: 10 September 2014  
 EASA Airworthiness Directives Bi-weekly issue: 2014-18  
 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  
 Chief Technical Officer