

## Airworthiness Information

- 1. Glasflugel 304 ES, Discus 2c FES, LAK-17B FES**      **EASA AD 2017-0167-E**      **Mandatory**  
<https://ad.easa.europa.eu/ad/2017-0167-E>  
 Electrical Power – Front Electric Sustainer / Battery Pack – Modification.
- 2. HOFFMANN PROPELLER GmbH & Co. KG**      **EASA AD 2017-0220**      **Mandatory**  
<https://ad.easa.europa.eu/ad/2017-0220>  
 HO-V 62 propellers, all serial numbers (s/n).
- 3. BRP Rotax 912 A, 912 F, 912 S2, 914 F2**      **EASA AD 2017-0208**      **Mandatory**  
<https://ad.easa.europa.eu/ad/2017-0208>  
 Power loss and engine RPM drop were reported on Rotax 912/914 engines in service. It was determined that, due to a quality control deficiency in the manufacturing process of certain valve push-rod assemblies, manufactured between 08 June 2016 and 02 October 2017 inclusive, partial wear on the rocker arm ball socket may occur, which may lead to malfunction of the valve train.
- 4. CEAPRA DR 253 ,DR300, DR400**      **EASA AD 2018-0018**      **Mandatory**  
<https://ad.easa.europa.eu/ad/2018-0018>  
 Landing Gear – Nose Landing Gear Oleo Outer Cylinder Support Plate – Inspection /Repair / Replacement
- 5. DG FLUGZEUGBAU GmbH LS 4-b**      **EASA AD 2018-0032**      **Mandatory**  
<https://ad.easa.europa.eu/ad/2018-0032>  
 In-service experience and analysis have determined that any lateral load on the air brake handle directly leads to a load on the air brake junction, possibly affecting the integrity of the riveting and welding of the junction.
- 6. ALLSTAR PZL GLIDER SZD-55-1**      **EASA AD 2018-0081**      **Mandatory**  
<https://ad.easa.europa.eu/ad/2018-0081>  
 Flight Controls – Elevator Control System / Vertical Tail – Inspection.
- 7. DG-1000T, 808 C, LS10-st, LS8-t**      **EASA AD 2018-0127**      **Mandatory**  
<https://ad.easa.europa.eu/ad/2018-0127>  
 An occurrence was reported where, during accomplishment of a 10 years inspection on a DG-808C powered sailplane, a damaged (broken) PU fuel hose was found. The result of subsequent investigation indicated that the damage mode has features of environmental and fatigue deterioration. Additionally, it was determined that similar PU fuel hoses are also installed on other powered sailplane types of the same manufacturer.
- 8. Glasflugel. All types**      **EASA AD 2018-0143-E**      **Mandatory**  
<https://ad.easa.europa.eu/ad/2018-0143-E>  
 Jamming between the double two ring end of the towing cable and the deflector angles of the C.G. release mechanism was reported. Subsequent investigation identified incorrect geometry of the deflector angles of the affected part as likely cause of the jamming.

**9 Kidde fire extinguishers with plastic handles**

**Advisory**

<https://ad.easa.europa.eu/ad/CE-18-05>

The plastic handle fire extinguishers involve 134 models manufactured between January 1 1973, and August 15 2017. The recall summary notes that there have been approximately 391 reports of failed or limited activation or nozzle detachments.

*General Information*

**10. All types fitted with Tessa fabric tape**

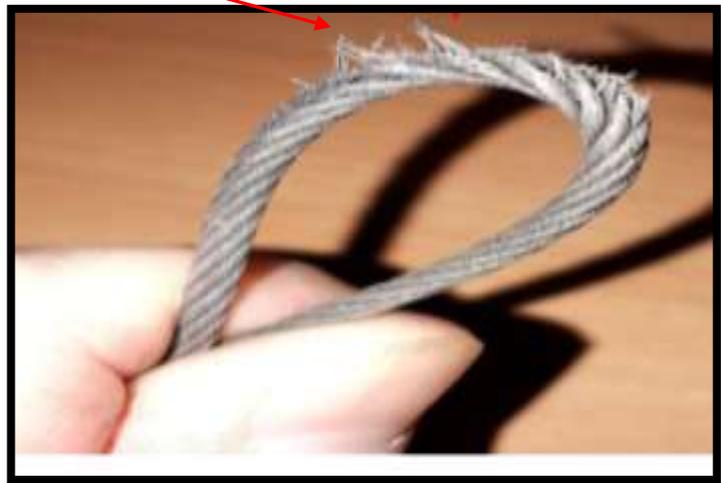
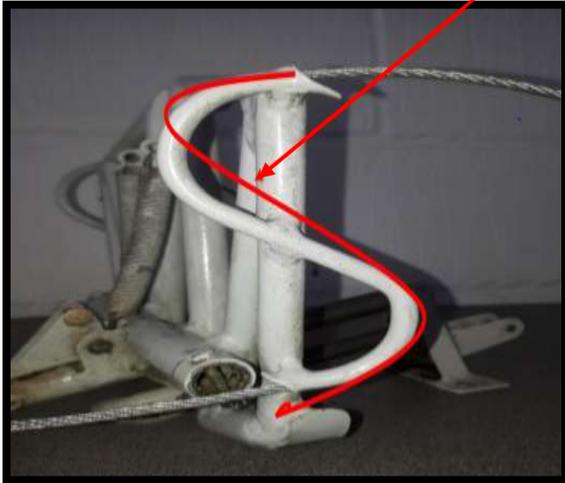
**Advisory**

We have had quite a few reports of gliders fitted with Tessa Fabric tapes, not lasting even a year between annual maintenance before it shrinks to the point it is restricting control movement. The popular practice of heating the tape prior to application anecdotally might be making the problem worse. Serious thought should be given to using alternative like PTFE/Teflon or Mylar options. Note that most composite gliders have a specific method of using mylar/Teflon seals and their literature should be consulted rather than deviating from it.

**11. ASW15 RUDDER PEDALS (and possibly many other types)**

**Advisory**

The length of cable in the “S” tube is often more than the overall travel on pedal adjuster, so care must be taken when carrying out a visual inspection. A Visual inspection will not always detect badly worn cables in the “S” section. The Distance through “S” tube may be greater than forward and aft pedal adjuster movement. If the rudder cables in the S bend cannot be inspected, consideration to replacing them every 1000 hours should be considered (experience has shown they rarely last more than 1500 hours damage free). Reported by Andrew Brind.



**12. Astir retractable U\C but could apply to many others**

**Advisory**



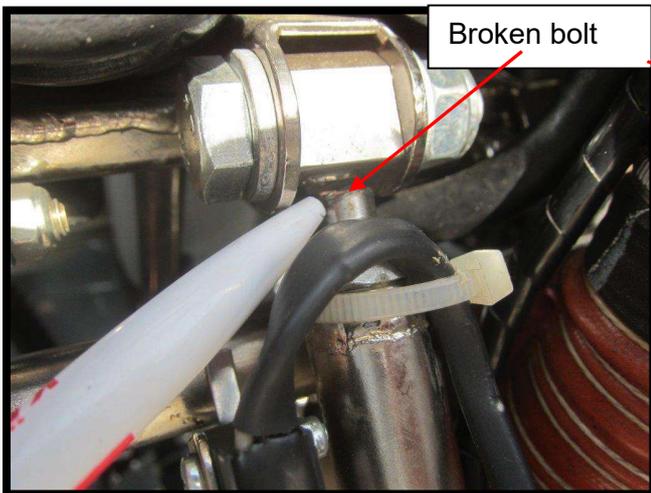
This image shows an Astir U/C bush moving sideways in its mount until it starts to scrape on the elevator pushrod. When removed the shaft was found to be bent. Reported by Carlos Ingram-Luck.



### 13. Wankel engines fitted in Schleicher self launching sailplanes

**Advisory**

A fine threaded bolt in the engine/pylon construction has been reported to shear due to possible poor adjustment or overloading. This will stop the engine starting. Inspecting the pylon between flights should be part of the preflight regime. Reported by Dietmar Pol.



### 14 Puchacz rudder hinges and possible other gliders.

**Advisory**

<https://youtu.be/mlhERCrPZsw>

If you ever maintain Puchacz gliders you should watch this very short video. It is an inspection carried out after some hangar rash on the rudder. Having seen, this in future I will always routinely check the metal to wood lower rudder hinge for any play.

### 15 All composite gliders. How to detect delamination of composite skins

**Advisory**

<https://m.youtube.com/watch?v=xs7WCsz9V84&feature=youtu.be>

When performing annual inspections, a fairly constant issue is turning a composite wing over and seeing lots of dents caused by careless trestle position by owners when rigging or parking. These dents must always be checked for delamination. The above video shows a tapping technique that in this finds the delamination. The only way to repair, is cut off the outer skin, check and if damaged replace the foam core and splice in a new lamination of outer skin.

### 16 PA25 Pawnee Type Certificate issues

**Advisory**

[www.laviaargentina.com](http://www.laviaargentina.com)

There is nothing official yet, but it would appear Lavia and EASA have reached an agreement and, for the moment (Assuming Brexit keeps us in EASA), the Pawnee is to remain a full EASA type. Click on the link

above to find the Lavia website. Owners will be emailed the latest spare parts price list from Lavia via the BGA so they can make direct contact with Lavia.

**17 PA25 Pawnee (could apply to many other tugs) non-lifed parts**

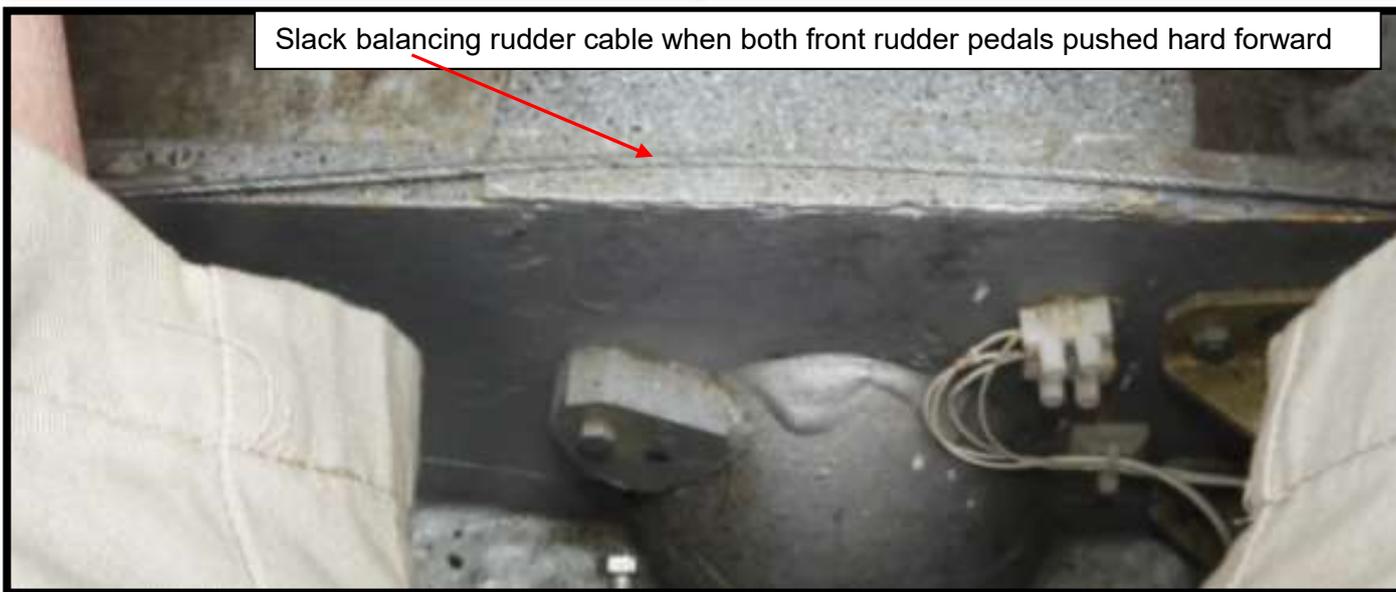
**Advisory**

We have had a report of a tailwheel bolt failing and a mixture control cable snapping at the Carburetor connection. There is no TC holder SBs on the life limits of these parts but, they do not last forever and inspection to spot metal fatigue prior to failure of these parts, is not always practical. As for engine control cables, a lot of CAMOs change them every engine TBO change/overhaul and a periodic inspection/replacement of critical U/C bolts should be considered.

**18 Puchacz rudder cable jumping off pulley**

**Advisory**

The rudder was intermittently stiff in flight. Upon investigation it was found a cable had come off a pulley. It was found that the 'balancing' rudder cable in front of the pulleys, could have slack induced into the system when both front rudder pedals were pushed hard forward. This most likely contributed to the cable falling off the pulley. The maintenance manual specifies a cable tension that (in theory) should prevent this problem.



## 19 Transponder Maintenance

Advisory

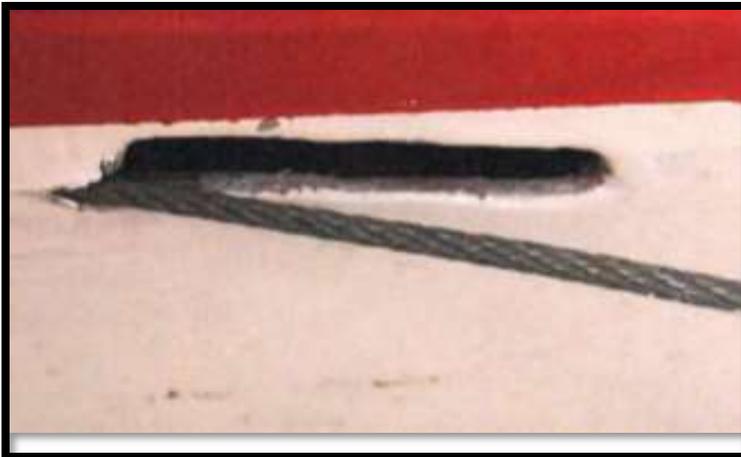
<https://members.gliding.co.uk/wp-content/uploads/sites/3/2018/01/AMP-Transponder-Maintenance.pdf>

There is no longer any mandatory maintenance for transponders in EL1 aircraft used for VFR. However, that does not mean they can be ignored until they have a problem. Please click on the link to see the latest BGA advice and EASA safety bulletin on the subject.

## 20 Slingsby Skylarks and most other wooden types

Advisory

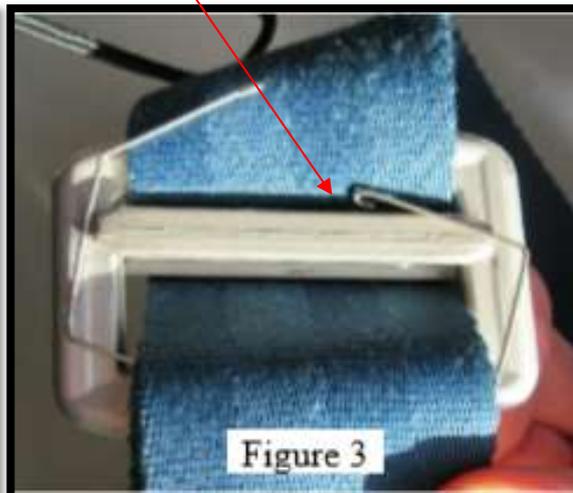
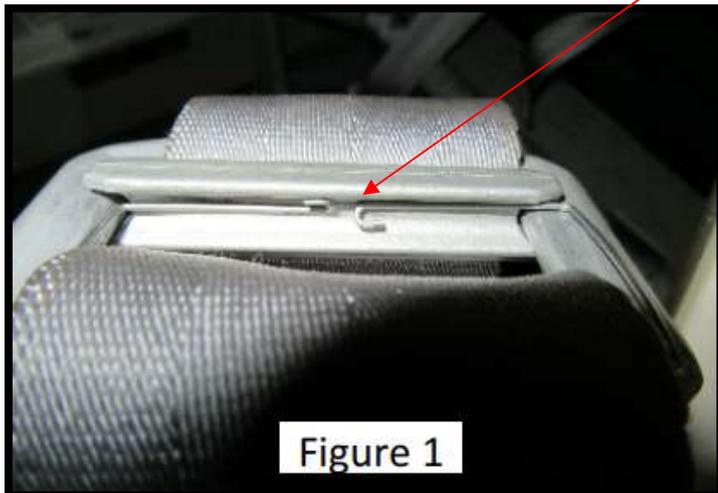
These extremely worn cable guides and subsequent damage should have been fixed long before they became this worn. With modern very cheap cameras it has never been easier to find this wear. Reported by Richard Lucas.



## 21 Gadringer strap maintenance

Advisory

The retention springs in these Gadringer straps have come undone. Apart from the possible sharp bits of wire causing cuts, the straps will not be locked in place when the tension comes off them. Ideally, this should be spotted on DI by the pilot when the straps are checked. Be careful to ensure these retention springs are fitted properly during annual maintenance. Reported by Robert Baines.



## 22 Ventus CT Pylon (but can apply to most retracting engines)

Advisory

Cracking pylons and ancillaries are a common problem for all 2 stroke gliders ever since the 2 stroke retracting sustaining/motor gliders were invented 40 years ago.

The Schempp Hirth fully up to date flight manual advises inspecting the engine Pylon and propellers for cracks like this every flight.

Try and remind owners of this requirement so the problems can be found before annual maintenance is due.

Reported by Mark Player.



## 23 BGA exposition updates

Advisory

<https://members.glidering.co.uk/wp-content/uploads/sites/3/2018/07/BGA-Exposition-Iss-2-Rev-2-Master-Jul-2018.pdf>

The BGA exposition has been updated, The biggest change is to the rules about maintaining ARC signatory currency (page 42). In order to keep their authorisation current, ARC signatories should have conducted at least one airworthiness review in the previous 12 month period.

## 24 Planned BGA exposition updates

Advisory

The CAA have provisionally agreed to allowing Self Sustaining and Motor glider rated inspectors to

maintain Self Sustaining gliders with Electric or Jet propulsion, without requiring a specific electric or jet propulsion rating. We will inform you of this update when it formally takes place. This will not apply to self launchers.

**25 Transition of BGA inspectors to EASA part 66 engineer license Advisory**

The transition date and requirements are starting to become better defined. We strongly advise any inspectors that qualify for additional ratings, they apply for them sooner rather than later.

**26 Self Declared Maintenance Program SDMP Mandatory**

All EASA tugs, motor gliders and newly imported gliders after October 2016 **MUST** now be flying on the SDMP system. LAMP is no longer legal. Please contact me for advice on this if this is causing you problems. (Note we are not able to help aircraft not in the BGA CAMO). We now have templates for quite a few types. Templates and further advice to be published on BGA website very soon.

**27 Junior spar Failure accident report (Dutch Safety Board) Advisory**

<https://www.onderzoeksraad.nl/uploads/phase-docs/1830/67034321b5f1ovv-20183714-b-rapportage-schade-aan-linker-vleugelligger-eng-180731.pdf?s=59A19D557079F8F9C480803FE43E63B5F6D1094E>

Although not a BGA CAMO glider, this thorough report (published August 2018) implies a thorough inspection of the spar stubs, after heavy landing/ground loop and annual inspections would be prudent, until the TC holder publishes a Service Bulletin, with more considered advice. Note, read the report fully, not just the headlines or pictures to get the proper context of what happened.

**28 3000 hours inspections on most types apart from Centrair gliders Mandatory**

We have had a few situations in recent years where BGA inspectors have authorised a glider to fly after performing a 3000-hour check, but the glider has already done 3000 hours. Once the glider has reached 3000 hours, in most circumstances only the TC holder can authorise further flight. This authority can take weeks or months to get and involves buying the current 3000 hour inspection schedule,

**29 T61 transition to Annex 2 all versions Advisory**

A number of these have all gone through the system and have National C of A and NARCs issued, but the paperwork to do this is significant and not negotiable. The advice remains the same, do not wait until the ARC to Apply for the National C of A. This, on average, is taking 3 or more months to get everything in place. Contact me if you need help, especially filling out the online forms as these can be onerous.

**30 Inspector renewals and refresher training dates Advisory**

<https://members.glinting.co.uk/courses/courses/>

Refresher and Human Factors training is required every 5 years. Most legacy inspectors came into the system 10 years ago when EASA took charge. As a result, a lot of inspectors must refresh this Winter. The link above shows course dates and venues.

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, amdt 2016/01 superseded on 21 July 2017

State of Design Airworthiness Directives: review date 14/09/18

For reference:

FAA Summary of Airworthiness Directives: bi-weekly listing 2018-18

EASA Airworthiness Directives: review date 14/09/2018

EASA Airworthiness Directives: bi-weekly issue 18

CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary: issue 287

Maintenance Programme:

CAA/LAMS/A/1999: Issue 2, amendment 0

BGA GMP: Issue 1, amendment 2