

CAA and EASA Airworthiness Directives (ADs) all owners notified.

- | | | |
|---|---------------------------------|-------------------------|
| <p>1 LINDNER Grob Sailplanes G103 Rudder hinge
 https://ad.easa.europa.eu/ad/2025-0140
 Lower rudder hinge corrosion inspection</p> | <p>EASA AD 2025-0140</p> | <p>Mandatory</p> |
| <p>2 Schemp Hirth Ventus 3m fuel hose
 https://ad.easa.europa.eu/ad/2025-0157
 Occurrences of fuel found in the wing water tank were reported. The cause of this leakage was identified as ageing/fatigue damage of the affected part.</p> | <p>EASA AD 2025-0157</p> | <p>Mandatory</p> |
| <p>3 DG Aviation DG1000T placards
 https://ad.easa.europa.eu/ad/2025-0220
 Occurrences were reported of propeller separation from DG-1000T powered sailplanes. In both cases, the rubber of the damper element has sheared off completely.</p> | <p>EASA AD 2024-0220</p> | <p>Mandatory</p> |
| <p>4 CAA Safety Directive Number:
 https://www.caa.co.uk/publication/download/22825
 CARBON MONOXIDE detectors
 All aircraft with a front fire wall must now have a Carbon Monoxide Detector. We have had a report that a new detector found previously undetected carbon monoxide leak in a SF25 Falke. Technically this not an AD but a CAA mandate on the operator.</p> | <p>SD-2024/001V2</p> | <p>Mandatory</p> |

Safety Information

- | | |
|---|-------------------------|
| <p>05 Aerodux prefer 500/501 no longer in production
 https://thenamethatsticks.com/wp-content/uploads/2023/11/35500-185-tds-aerodux-185.pdf
 Scheibe, Schemp Hirth, Schelicher and CEAPRA Robin all mandate using Aerodux 185 for wood repairs. The hardener now comes in a powder form, is either 150 for Scheibe aircraft and most the others appear to recommend 155. Read the datasheet for clarity and mixing ratios, pot life and shelf life. I recommended making a sample first if you have never used this version of Aerodux before.</p> | <p>Mandatory</p> |
| <p>06 Halon 1211 and Halon 2402 extinguishers banned from 1st January 2026
 Decommissioning of Halon 1211 and Halon 2402 in Handheld Fire Extinguishers UK Civil Aviation Authority
 This not a CAA AD but it is law. Under UK environmental regulations, halon-based handheld fire extinguishers - specifically those containing Halon 1211 and Halon 2402 - must be replaced in aircraft cabins and crew compartments by 31 December 2025. Using CS Stan paragraph CS-SC108a — Exchange of handheld fire extinguishers for halon-free types. CS Stan link here. Do not forget the CAA form 123
 https://regulatorylibrary.caa.co.uk/cs/Content/PDF%20Files/Inital%20Airworthiness%20Adopted%20CS-STAN%20Issue%204.pdf</p> | <p>Mandatory</p> |
| <p>07 BGA Fleet inspection of SZD 51 Junior fleet by next Annual.</p> <p>We had 2 reports of damage found on SZD 51 juniors, when there have been no reported heavy landings. The inspectors who found the problems, were very diligent and made use of modern cameras on leads that can be found cheaply on amazon.</p> | <p>Advisory</p> |

This is sufficient knowledge, to question if this is a trend of damage that was missed on daily inspection and potentially easily missed annual inspections when not specifically looking for heavy landing damage.

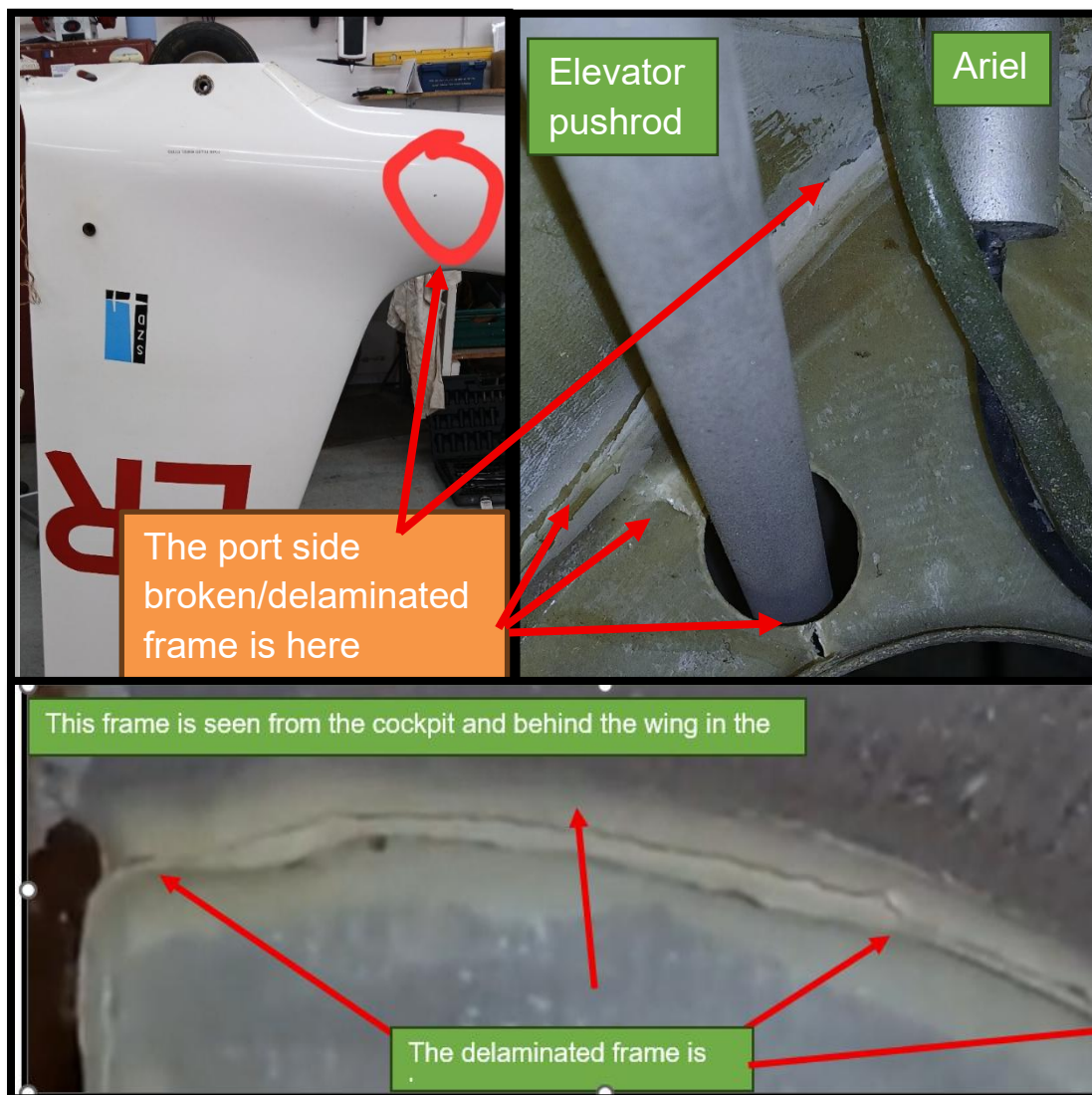
The BGA are asking all owners to get inspectors to perform a SZD 51 Junior BGA fleet inspection for damage. We currently have 25 airworthy juniors in the BGA fleet, most of which are operated by clubs. Please report any problems found to the BGA by email.

The easiest way to find this damage is shown in the images and video damage is with the glider rigged, wings trestle level, rudder removed, long camera on a stick and good lighting. On the Junior powerful lights shined through the GRP from the outside often make it light enough to see problems on the inside.

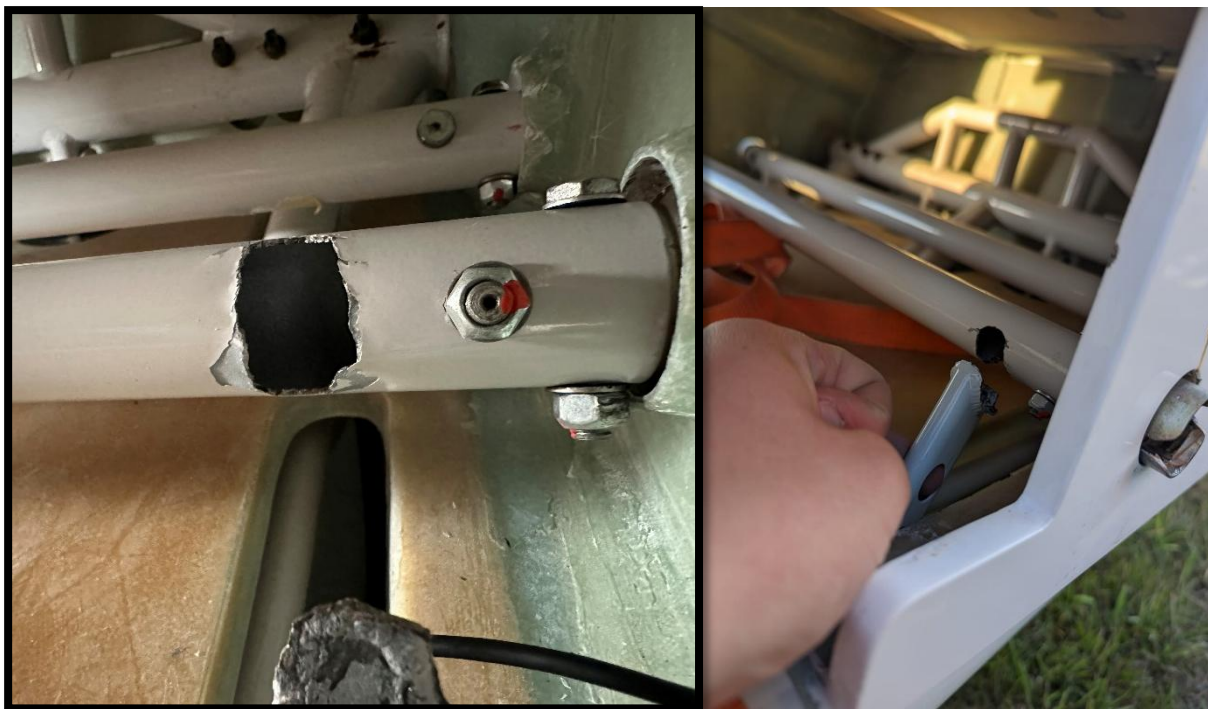
We have 2 videos that show the principle of how to do this inspection on various gliders. See link to Libelle Video <https://youtu.be/1R5k0FC2a-E> and another link about Nimbus 3/ASW24 and Astirs <https://youtu.be/ZXjTaGjS3j0>

In the Junior you need to look at every frame in the fuselage while the fuselage is having a 10 KG force flexing load applied to the top of the fin sideways (see video below).

See this Video, Its self-explanatory <https://youtu.be/RX97muqaEh4> .



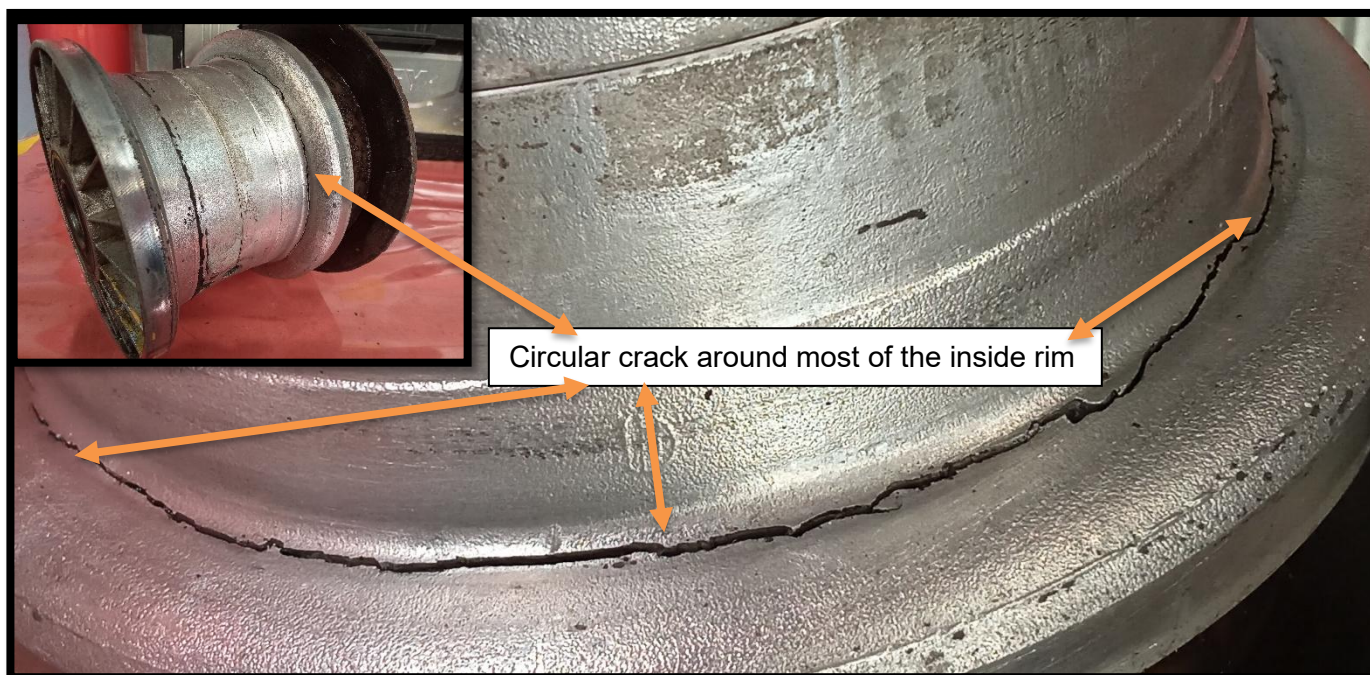
We have had 1 failure of the airbrake torque rod (behind the wings) and another report of a crack. A MOR has been filed with EASA and its possible this will become an AD shortly. Frequent inspections of this are advised. Communicate with Allstar for latest information.



07 Tost Wheel failure found on a Nimbus 3Dt during a tyre change Reported by Navboys

Advisory

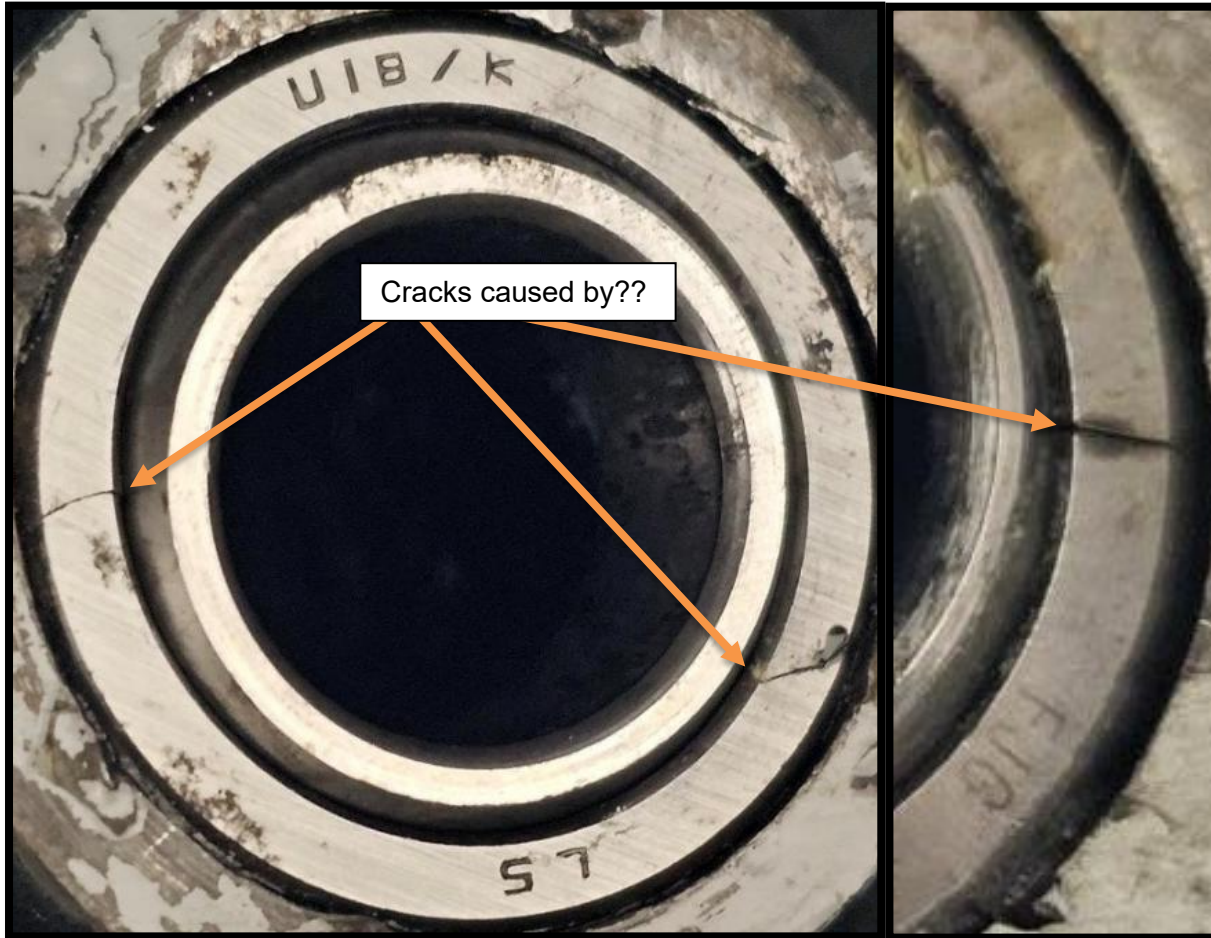
This was found during annual maintenance tyre change. it can only be found with the tyre off. I have never seen a wheel broken like this. Investigations are ongoing to see how it failed. The lesson being always thoroughly inspect the wheel and bearings when changing tyres.



08 Wing root bearing failures reported by Navboys

Advisory

Would you spot this at every annual? Do a full ground loop/heavy landing check if you ever find bearings like this.



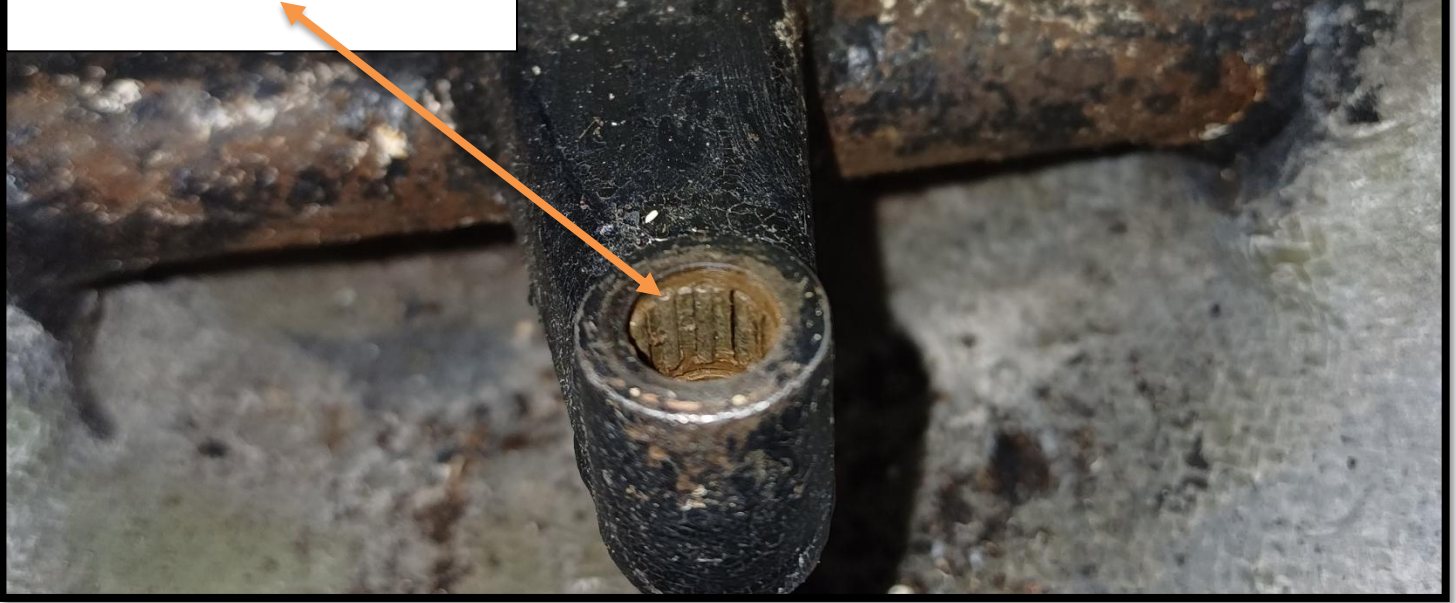
09 LS3 lower rudder hinge corrosion (applies to many other LS types)

Advisory

If you see anything like this during an annual/ARC, it's not acceptable to leave it. If treated early the hinge would not have needed changing.



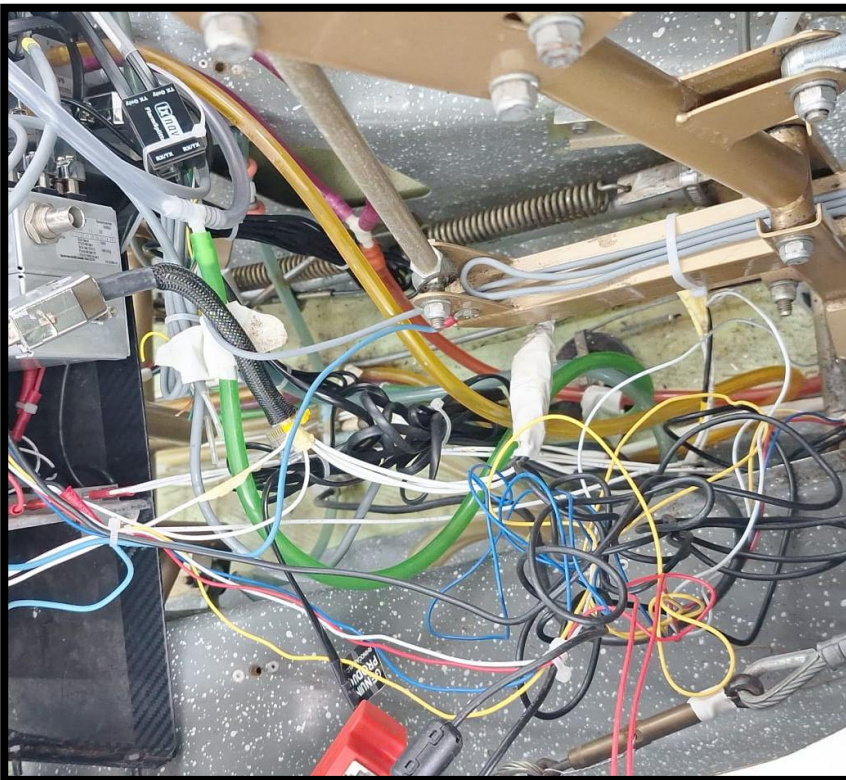
Needle bearing requires very regular lubrication, otherwise it goes rusty and seizes. The lubrication requires rudder removal



10 Electrics and instrument tubing

Advisory

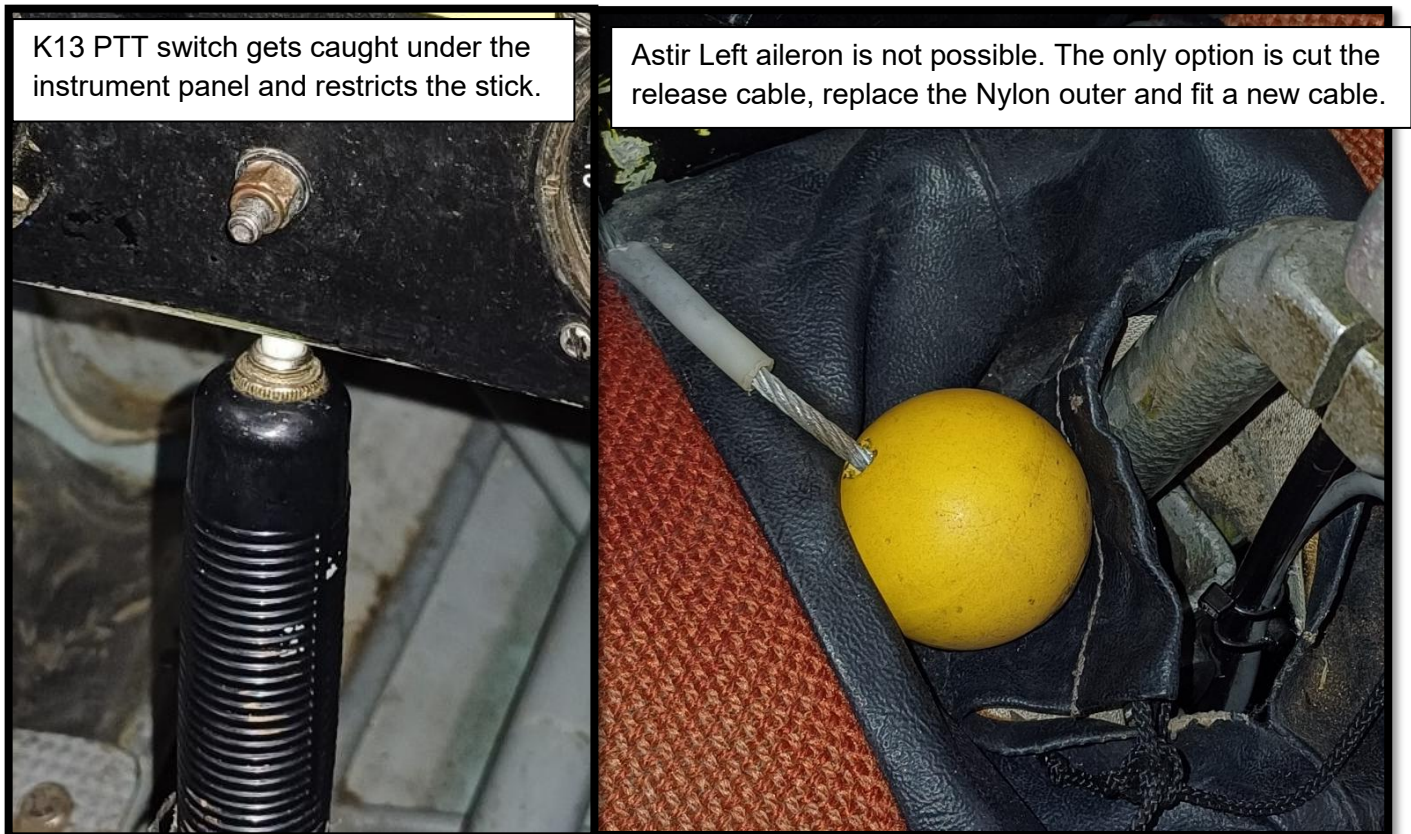
There comes point where you must stop adding wires and repackage the entire electrical and pneumatic tubes as a neat and tidy installation. This is within the realm of pilot owner maintenance. LS glider.



11 EASA form 52 validity is only 60 days

Mandatory

A reminder that when importing a brand-new glider, it comes with an EASA form 52. The new CAA C of A must be applied for within 60 days of the EASA form 52 being issued. It's a HUGE and potentially very expensive problem if not. Also check the compatibility of the aircraft against the CAA TCDS list before the form 52 is issued by the TC holder. It must be the same as the EASA one. (do not rely on TC holders to get this correct!)



13 Schempp Hirth spares shop

Advisory

A lot of owners and some inspectors are not keen to change parts because of the perceived difficulty and cost of getting those parts. This is my experience of giving my 51-year-old Std Cirrus some long overdue love. The Schempp Hirth web shop says they do not deliver outside the EU, but when I emailed them my shopping list, they said they did

ship to the UK. I paid by credit card and had the parts in 4 days.



- 4 Wedekind fittings
- 4L'Hotelier locking springs
- New airbrake cap springs
- New U/C door Hardware
- New Nico press release/rudder cable adjustment (and ferrules)
- New T handles (with spares for my other gliders)
- New seat pan screws and washers
- Seat back Dzus fastener
- Airbrake handle
- 2 sets of tailplane bushes.

Total cost with VAT £436.19 and most of that was the Wedekind fittings.

14 T21 damaged

Advisory

Look at the image below. The red tie rod between stick is very susceptible to being broken when trod on.

Snapped rod end. Remind all crew/passengers they must **never** step on Red tube. Put a 'no step' placard would be helpful.



15 K21 Nylon canopy interlock should be replaced with Aluminium interlock

Advisory

https://www.alexander-schleicher.de/wp-content/uploads/2015/03/210_TM36_DE.pdf

Schleicher Technical Note 36 published in 20212 details the issue of the nylon front/rear canopy interlock wearing out. When enough forced is used, it simply does not work. This is not an Airworthiness directive, but it's a really good product improvement that might prevent rear canopies opening in flight.

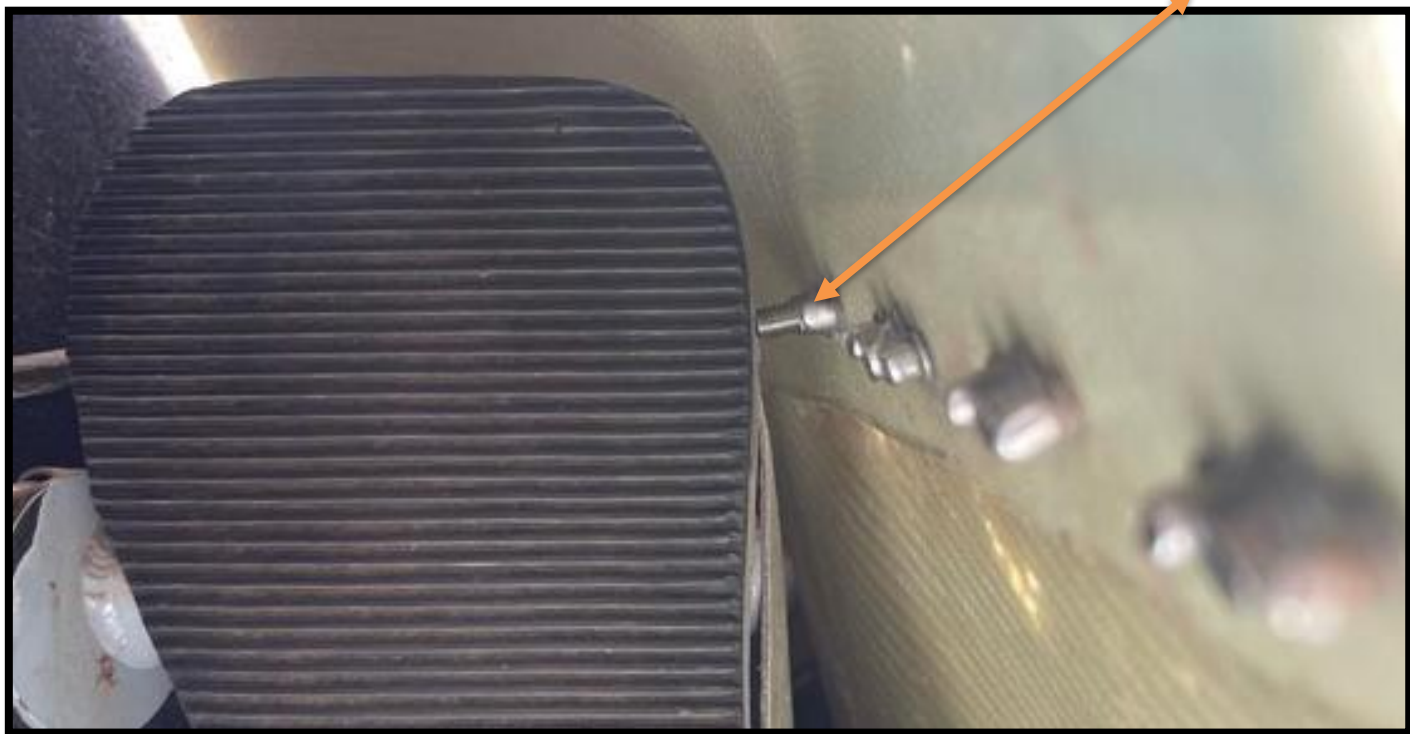


16 Duo Discus (possibly could apply to other Schempp Hirth 2 seaters)

Advisory

Due

Discus rear rudder pedal was restricted by a screw that was too long in the cockpit cover above it. Make sure you look in these areas (with camera) after you have fitted it to check for clearance.



17 Puchacz broken top rudder hinge after very heavy landing

Advisory We are

still investigating this. But there is little doubt that the wooden parts in a Puchacz (also Jantars and Juniors) are not aging well. In this case, potential oil contamination made the wood weaker. Allstar now supply a Nylon bush that does not require oil. If your hinge is looking tatty, is losing density (early signs of dry rot) and has oil contamination, you are going to need change the hinge. Use GL1 plywood and thoroughly weatherproof it.



18 Puchacz relief to 12000 hours

Advisory

These are the first to be done outside of Poland. A few of these are now underway and one is complete. Some of the composite work is quite complex, but a lot of the work is mechanical. photos Dave Mason



19 Inspectors supervising work

Advisory

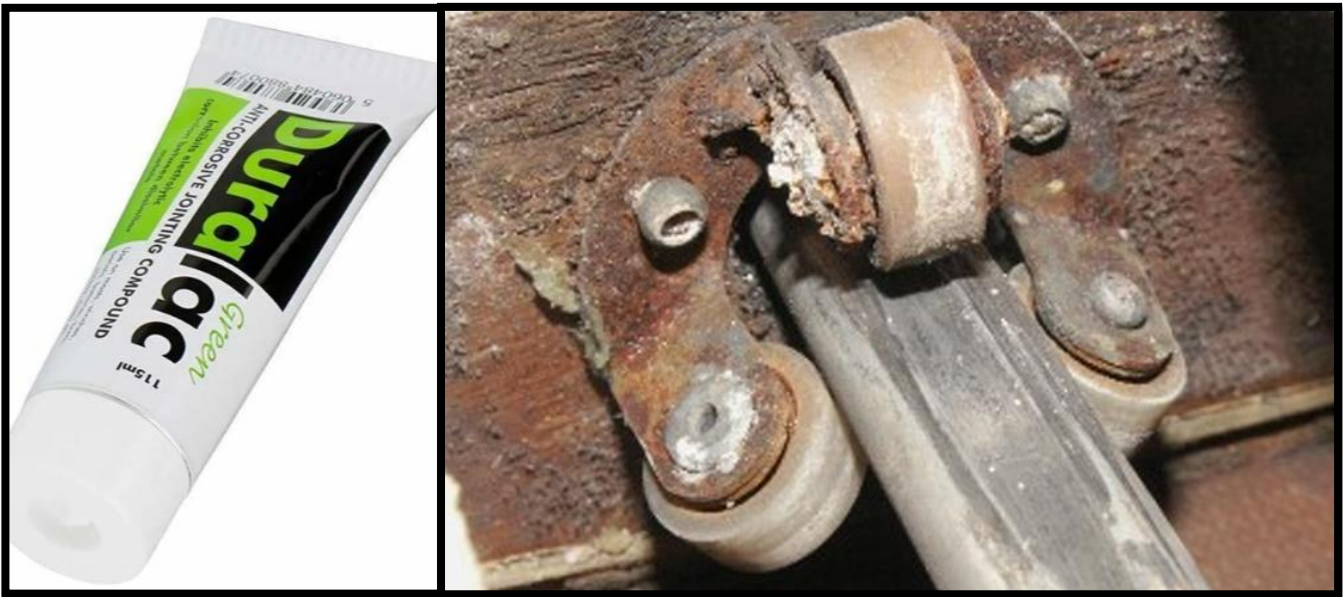
The CAA published a note on how engineers are to supervise mechanics working on aircraft. Unfortunately, the wording caused a lot of confusion. In reality, nothing has changed. Supervising work means you must fully verify the work has been done to the correct standard. For example, you cannot supervise a complete one year re-cover by only seeing the aircraft at the end and spending 30 minutes looking at the aircraft and 1 hour at the paperwork.

20 Wood and metal incompatibility

Advisory

If you bolt metal to wood, they are not chemically compatible, the metal will rot the wood, and wood will corrode the metal. Low humidity storage slows this down but does not stop it entirely. If you ever work on most Slingsby wooden aircraft, if you remove a 65-year-old bolt, normally it has minor surface corrosion that can be treated and re used.

But a German sailplane bolt after 65 years, will often be too corroded to reuse. 70 years ago, Slingsby used Duralac. It's still used to prevent corrosion on metal to metal and wood to metal joints. Bolts and fittings may be coated with this material before assembly. Duralac to specification DTD369B is supplied in small tubes or tins. This compound will harden over a period.



21 Part 66L Roadshow

Advisory

There will be a roadshow tour around the UK over the Winter where you can get lots of information and insights on what it took to become a BGA inspector with a new CAA Part 66L license. It will update you about BGA developments to help potential BGA inspectors acquire the required knowledge and experience. People are now getting first time passes on Part66L exams and the way forward has become much clearer (and easier).

Do you want to qualify as a BGA Inspector ?

Confused about the Part-66L licensing system ?

Want to learn how Pilot Owner maintenance fits in ?

Concerned about diminishing maintenance resources at your club ?

Are you a BGA Inspector wanting to train up some help ?

The first roadshow is at Lasham on Sunday 30th November 1700-1900. More details here [Part 66 Roadshow - Lasham Gliding Society - Sunday 30th November 2025 - Pilot & Club Info](#)

The second is at Borders Gliding Club Sunday 7th December 2025 1700-1900 More details here [Part 66 Roadshow - Borders Gliding Club Sunday 7th December 2025 - Pilot & Club Info](#)

There will be more roadshows over the Winter notified via BGA news.

22 Repairing Structural Tubing (Aircraft)

Advisory

[\(173\) Repairing Structural Tubing \(Aircraft\) - YouTube](#)

Knowledge of old skills is still required. This is good reminder of some of the skills required to fix steel tube structures (based on old USA built and maintained cubs)

23 BGA inspector

Advisory

Your BGA inspector authorisation expires on 31st December 2025. Aircraft owners including gliding clubs need and value your services as a BGA inspector. To continue to be permitted to use the privileges of a BGA inspector rating and to ensure that your related activity can be covered under the BGA's aviation risk insurance policy, please ensure that your renewal application (below) is received by the BGA office before the end of December 2025. We will respond with an updated BGA inspector authorisation.

The renewal fee, which contributes to the overall costs of supporting BGA inspector activity including insurance is £65. Where a legible copy of your signed Part66L licence **with at least 12 months of validity remaining** is supplied with your application, the £65 fee will be waived.

Please see the renewal form sent to you by the BGA office.

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 5, Amendment 2021/01 date 26th September 2025

State of Design Airworthiness Directives: review date 21/11/25

CAA Airworthiness Directives reviewed 21/11/25

For reference:

FAA Summary of Airworthiness Directives: Small Aircraft, Biweekly 2025-23, 11/03/2025-11/06/2025

EASA Airworthiness Directives: review date 21/11/2025

EASA Airworthiness Directives: bi-weekly issue 25 2025-010-27 to 2025-11-09

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

Maintenance Programme:

CAA CAP 411/LAMS/A/1999: Issue 2, amendment 0, edition 5 (for none Part21 motor gliders/tugs only)

BGA GMP: Issue 1, amendment 2 (for non-Part 21 gliders only)

BGA SDMP 267 (for EASA sailplanes and powered sailplanes only) updated 30/07/2021 Part ML AMC

Gordon MacDonald
Chief Technical Officer