



British Gliding Association - Technical News Sheet

Issue 6-2006

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Airworthiness Information

1. **Apex Aircraft DR400/180 & 180R** **AD 2006-0323** **(Mandatory)**
Power Plant – Air Intake Box – Inspection
TNS entry for information purposes
http://ad.easa.europa.eu/blob/easa_ad_2006_0323.pdf/AD_2006-0323_1
2. **Apex Aircraft DR400 series** **AD 2006-0347-E** **(Mandatory)**
Wings – Lower surface fabric covering – inspection
TNS entry for information purposes
http://ad.easa.europa.eu/blob/easa_ad_2006_0347_E.pdf/EAD_2006-0347-E_1
3. **Binder ASH25EB28** **AD 2006-0346-E** **(Mandatory)**
Flight controls – Elevator Control Pushrod – Inspection/Modification
http://ad.easa.europa.eu/blob/easa_ad_2006_0346_E.pdf/EAD_2006-0346-E_1
4. **GROB G103** **MSB 315-72, MSB 869-32** **(Mandatory)**
Rudder hinge inspection due cracks that can cause loss of ruder
http://www.grob-aerospace.net/fileadmin/service_bulletins/g103/G103_315_72.pdf
5. **Piper PA25** **AD RA 2006-06-01Rev1** **(Mandatory)**
Tail plane inspection revision to AD including contact email address
http://www.easa.eu.int/doc/Certification/Airwor_Directives/AD_Foreign/RA%202006-06-01_R1.pdf
6. **Scheibe SF25** **(Advisory)**
Reported by Simon Foster, Bannerdown Gliding Club.
Elevator trim tab incorrectly connected after rigging. The trim cable sits in a small swivelling socket and it is possible to insert the cable end with the socket the wrong way round. This has the effect of changing the trim tab range of travel and may cause difficulties trimming in flight.
7. **Stemme S10-V & S10-VT** **AD 2006-0373R1-E** **(Mandatory)**
Propeller – Blade Follower 10AP-VM – Replacement
http://ad.easa.europa.eu/blob/easa_ad_2006_0373_R1_E.pdf/EAD_2006-0373R1-E_1

Propellers

8. **MT and MTV Propellers** **AD 2006-0345** **(Mandatory)**
See AD for applicability
Propeller – Blade Leading Edge Protection – Inspection.
http://ad.easa.europa.eu/blob/easa_ad_2006_0345.pdf/AD_2006-0345_1

General Information

1. Ref: **BGA Engineering News item regarding glider canopies that are restricted from jettisoning by the addition of electrical cables and other items.**

With immediate effect, BGA GMS Task 8 must be rigorously carried out during C of A inspections.

Any canopy that is designed to be jettisoned, and is found restricted in any way, must be reported to the BGA (preferably using the BGA 1022 Engineers Report Form), the C of A recommendation may not be made or 30-day ticket applied until rectified.

Any canopy that is similarly restricted and noted not as part of a C of A inspection must also be reported to the BGA and the owner advised immediately.

If any cables must be attached to the canopy (not an ideal situation) the cables must incorporate a frangible device such as a straight pull jack plug so as not to impede canopy jettison in any way. An additional operation to jettison a canopy is not acceptable.

2. **BGA C of A fee**

The glider C of A fee is now £69.

<http://www.gliding.co.uk/bgainfo/technical/fees.htm>

3. **BGA 267 pads**

The old BGA 267 pads are now out of stock. For all new requirements please either download from the BGA web site. Found in the Technical section under GMS or alternatively small numbers may be purchased from the BGA office.

<http://www.gliding.co.uk/bgainfo/technical/gms.htm>

Compliance Statement:

All mandatory inspections and modifications have been included up to the following:

CAA CAP 455 Airworthiness Notices, Contents issue: 139

CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 11/2006

State of Design Airworthiness Directives review date: 18 December 2006

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2006-25

EASA Airworthiness Directives review date: 18 December 2006

CAA CAP 474 Foreign Airworthiness Directives issue: 372

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

CAA CAP 661 Mandatory Permit Directives, issue 2006/2

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