



British Gliding Association Aircraft Inspection

Recommended

Number: 022/10/2001	Issue: 1
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Date: 1st October 2001

Subject: Air Brake Control

Applicability: Grob G109A

Accomplishment: At next Annual inspection

Reason: Excessive Wear found on right airbrake control rod caused by chafing air brake paddle

Instructions: With Air brakes extended, inspect R/H paddle and outer operating rod for contact and wear. Minor wear on paddle may be dressed out. Any significant wear on operating rod or paddle should be rectified by replacement. (If rod replacement is necessary, access will have to be made into wing – consult with manufacturers for repair scheme)

If contact or wear is evident an investigation into the cause should be conducted.

(Possible causes; excessive play in bearings, incorrect assembly or build, damaged components or miss-rigging)

Approved By

Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector.

Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot.

Alternative methods of compliance will be considered providing an equal level of safety is accomplished. Contact BGA for authorisation.