British Gliding Association
Aircraft Inspection

Mandatory

Number:	Issue:
034/01/2003	1

Date: 13 January 2003

Subject: Flying Controls – Security of bellcrank mountings

Applicability: Me7, AC4, AC5 All Serial Numbers

Accomplishment: **Before next flight** and return feedback form to the BGA A.S.A.P.

Reason: In flight failure of Aileron bellcrank mounting bracket attachment.

Instructions: **Through fuselage top access panel:**

1, Inspect the security of the upper Aileron bellcrank mounting “U” bracket located on the R/H fuselage side. This bracket is located by means of 3 self tapping screws and bonding. Using reasonable side and vertical pressure and the use of a mirror and light ensure there are no visible signs of dis-bonding of the bracket. (It is not possible to tighten the screws, as the bonding adhesive will have also filled the clearance holes in the bracket.)

2, Inspect the lower Aileron bellcrank bracket and mounting box structure for signs of dis-bonding of the “U” bracket from the box and the bonding of the box structure to fuselage skin and aft centre section bulkhead. The “U” bracket is secured with a nut and bolt and bonded.

3, Inspect the security of the Air Brake bellcrank bracket located on the aft centre section bulkhead. The bracket is secured by 4 self tapping screws and bonded. Using reasonable side and vertical pressure and the use of a mirror and light ensure there are no visible signs of dis-bonding of the bracket.

Continued;

In each wing lower access panel at Aileron operating rod:
4, Inspect the Aileron outboard control rod bellcrank, mounting rib security to the upper and lower wing skins and the security of the “U” bellcrank bracket to the rib. The rib is secured by bonding to the wing skins. The bracket is secured with a nut and bolt and bonded.
Inspect the inboard/outboard edges upper/lower bond lines as far as possible. The use of boroscope equipment will greatly assist this inspection, however it is possible to use a small mirror and light.

If any defects are found during the above inspections, the aircraft is grounded until a repair scheme is approved by the BGA.

It is anticipated that modifications will be required in the near future depending on the results of the feedback.

Reference is also made to the Me7/8 Corrective actions requirements dated 24th June 1999 and published in TNS 08/99. The above inspection is additional to the previous inspection and must be carried out prior to further flight.

Approved By
Jim Hammerton, Chief Technical Officer