PART 1 GLIDER AIRWORTHINESS 'AGGRO' (Please add to pink list).

1.1 Pirat/Bocian. Rudder Cable Failures.

Cases continue to be reported and it is strongly recommended that original manufacturer's cables be replaced by cables to B.S. Spec. Ref CAIP Leaflet BL/6-24

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LBA A/D 78-163 and R. Schneider Tech. Note 35 - requires inspection for signs of water entering the plastic tube under the Pilot's seat, corroding the release cable.

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A split cable ferrule disconnected the nose hook, leaving the winch-hook still connected. Glider had to land whilst still connected to the tug - without incident! (Usk Gliding Club).

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Internal damage arising from previous ground-loop type accidents, so reduced the torsional stiffness of the rear fuselage adjacent to the fin, that large amplitude - low frequency flutter incurred at Vne. The damage was only detectable by removal of the rudder for inspection within the tail-cone and rear fuselage. Inspection in depth, and comparative checks of torsional stiffness by application of load to the tailplane may be necessary to establish continuing airworthiness after ground accidents. (Yorks. Gliding Club etc.)

1.5 KA7 Air-Brake Assymetric Closure.

Cracks at the feet of the 'A' bracket at the Wing Root, carrying air-brake / aileron control bell-cranks, caused assymetric closure of air-brakes. (Northumbria Gliding Club).

1.6 DG 100. DG 100G. Serial Nos 5, and 21-103.

LBA - A/D 78-164 requires inspection of Elevator Control Lever in the fuselage area under the wing, which may become loose if shim at bracket RU 19 is not installed. (Glaser Dirks related Tech.Note. 301/6 has not been received).

1.7 DG 100 - Failure of Air-Brake Control Rod at Centre-Section Yoke.

Assymetric brake operation resulted from shearing of the rod at the adjustment adjacent to the eye-end. Damage may have occurred during rigging, or whilst 'trailering' with the rod unsupported. (Reported by Peter Cook - Upavon - referred by B.G.A. to Manufacturer).

PART 2 GENERAL MATTERS

2.1 Types Approved By B.G.A.

Add ASW 20.

2.2 Radio Station Approval.

Add Dittel FSG-15 and FSG-15P.

Slave 'O' Rings, Tail-Skids, Slat and Flap Rollers, Aileron Control Tubes, Undercarriage Trailing Beams, Air Fitters, Spark Plugs, H.T. Harness (2), Oleo Servicing Kit and Seals, Brake Fluid.

(Letter to B.G.A. 18.7.78 refers). Service literature is also available from A.T.S.).

Shobdon Aviation (Mr. Jock Kay) also offer direct access to manufacturer for Rallye spares - product support. (Kingsland - 056-881-452).

3.6 Tugs - Fabric Testing.

C.A.A. Notice No 20 (Issue 5). has re-invented the use of 'light thumb pressure', as an alternative to the destructive 'Sayboth' described in C.A.I.P. Leaflet BL/6-25. Since we have no record of any significant airworthiness event related to fabric deterioration in respect of either gliders, motor-gliders or powered aircraft, throughout the history of the B.G.A., we believe this saga should be de-escalated!

3.7 Fairey-Reed Propellers - Product Support.

The B.G.A. have successfully persuaded Rogers Aviation, Castle Mill, Goldington Road, Bedford, (0234-750661) - Mr. F. Houseman (Manager), or Mr. Askew (Chief Inspector), to undertake some degree of repair/refurbish/re-balancing etc on F.R. Props. In addition Mr. Brian Snell, Product Support Division, Westland Aircraft, Sherborne, Dorset (093581-3661) provides 'top cover' product support and design coverage on behalf of the original manufacturer. Concessions are available from Westlands on cracked drive-blocks etc. B.G.A. will be holding a meeting with W.A. in the near future.

R. S. STRATTON.
CHIEF TECHNICAL OFFICER.

SEPTEMBER, 1978.

Ref: EW/G78/05/14

Aircraft:	DH CI Chipmunk 22 G-BBMS
Date and time:	31 May 1978 at 1250 hrs GMT
Location:	Gliding site, Dunstable, Bedfordshire
Type of flight:	Glider towing
Persons on board:	Crew - 1 Passengers - nil
Injuries:	Crew - nil Passengers - n/a
Nature of damage:	Damage to both main undercarriage legs, tailwheel mounting, rear fuselage, starboard wing tip and aileron, port wing tip. Port front wing mounting bolt sheared.
Commander's Licence:	Private Pilot's Licence
Commander's total flying experience:	168 hours (of which 37 were on type)

The aircraft was towing a K.18 glider for take-off. As the aircraft became airborne the glider, which was already airborne, went out of position to the left. As the aircraft altered course to the left to avoid a hill it crossed over the boundary hedge and the glider again went out of position pulling the aeroplane's tail up. The pilot was unable to counteract this with the elevators and released the glider. She was then able to raise the nose but the aeroplane hit the ground in the three-point attitude under full power, in the field adjoining the gliding site. The pilot closed the throttle and kept the aircraft straight until it rolled to a halt. The glider collided with bushes.

Aircraft:	MS 893A (Rallye Commodore) G-BAAI
Date and time:	25 June 1978 at 1300 hrs GMT
Location:	South Marston Airfield, Nr Swindon, Wiltshire
Type of flight:	Private
Persons on board:	Crew - 1 Passengers - nil
Injuries:	Crew - nil Passengers - n/a
Nature of damage:	Port main wheel and nose wheel detached. Propeller and cowling damaged.
Commander's Licence:	Private Pilot's Licence
Commander's total flying experience:	1071 hours (of which 189 hours were on type)

The aircraft made a heavy landing short of the runway, behind parked gliders, struck a furrow on touch down and the port and nose wheels became detached.

Ref: EW/C628

Aircraft:	Andreason BA-4B G-AYFU
Date and time:	3 June 1978 at 1505 hrs GMT
Location:	Parham Park, Near Storrington, Sussex
Type of flight:	Glider towing
Persons on board:	Crew - 1 Passengers - nil
Injuries:	Crew - fatal Passengers - n/a
Nature of damage:	Destroyed
Commander's Licence:	Private Pilot's Licence
Commander's total flying experience:	Powered aircraft - 283 hours Gliders - 183 hours

The aircraft was being used for aero-towing gliders and had carried out several tows during the day. At the time of the accident it was towing a K8 glider and the take-off and initial climb were quite normal. When the aircraft had reached about 400-500 feet, however, the engine cut out momentarily, restarted very briefly and then the power died away completely. The aircraft began to lose height and because it was pulling the nose of the glider down, the glider pilot released the tow rope and flew back to the gliding site where he made a successful landing. The tug pilot also released the tow rope but his aircraft quickly went into a steep nose down spin and struck the ground before the pilot could regain control.

Black smoke had been seen coming from the starboard exhaust on the previous tow. An examination of the sparking plugs revealed a marked soft-carbon build up, particularly on those plugs in the starboard cylinders, indicative of recent very rich mixture running. There was evidence that oil had been leaking from the engine and there were indications that the oil had been finding its way onto the carburettor air-induction box. The associated air-inlet (paper) filter element was found to be impregnated with oil, a circumstance that could cause air starvation in the inlet.

B.G.A. TECHNICAL NEWS SHEET 8/9/78.

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PART 2 GENERAL MATTERS

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Add ASW 20.

2.2 Radio Station Approval.

Add Dittel FSG-15 and FSG-15P.

2.3 Radio Station Licencing.

Apply on form HO 708 from Home Office, Radio Regulatory Department, Waterloo Bridge House, Waterloo Road, London SE1 8UA. Telephone 01-275-3000 and ask for Aircraft or Ground Station Licences as appropriate. (A.A.Blythe).

PART 3 TUGS.

3.1 Tug Accidents.

Extracts from AIB Bulletins are attached herewith for your NOTICE BOARD.

3.2 Chipmunk Voltage Regulators.

C.A.A. Minor Mod 9/217(1675 (from B.G.A.) authorises introduction of CAV Regulator type 6GC 37454 (Commercial Vehicle type).

3.3 Chipmunk Exhaust Alternator.

C.A.A. Minor Mod 9/215/152 (from B.G.A.) authorises local manufacture and installation of socially acceptable 'Hush-kit' type TM.1. (This device could also be applied to other Gypsy installation having exhaust collector with single outlet-pipe.

3.4 Use of an Aircraft for Parachuting, or Glider Towing - Extract from G.A.S.I. 7/78.

C.A.A. Comment:

There are occasions when it may be desired to use an aircraft for parachuting, glider towing or other uses different from its normal role. It is incorrect to assume that if one-of-a-type has been approved for a particular use, that all aircraft of the same type are automatically similarly approved. Before an aircraft can be used for anything other than its normal role, approval must be obtained which is applicable to the individual aircraft. Failure to obtain this will invalidate the Certificate of Airworthiness. The approval will be in the form of one of the following:-

a) For aircraft with a Flight Manual - a Flight Manual Supplement or a CAA Change Sheet.

b) For aircraft with a Pilot's Operating Handbook - a Handbook Supplement or a CAA Change Sheet.

c) For all other aircraft - additional limitations on the Certificate of Airworthiness.

NOTE: There will not be anything in the Owners Manual.

The above Supplements or CAA endorsements will specify the required equipment together with any additional limitations and special procedures.

Application for approval should be made to CAA Airworthiness Division, Brabazon House, Redhill, Surrey RH1 1SQ.

3.5 Rallye Product Support.

Air Touring Services (Biggin Hill 73652/74038) recommend the following spares holding by Rallye Operators!

Tyres, Brake linings and rivets, Brake Master Cylinders,

Slave 'O' Rings, Tail-Skids, Slat and Flap Rollers, Aileron Control Tubes, Undercarriage Trailing Beams, Air Fitters, Spark Plugs, H.T. Harness (2), Oleo Servicing Kit and Seals, Brake Fluid.

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