BRITISH GLIDING ASSOCIATION

BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET TNS 1/2/92

INTRODUCTION

a) Herewith the 1992 BGA (Red Pages) Compendium of Mandatory Modifications and Special Inspections. Please refer to these when conducting C.of.A. renewal inspections. You are required to sign the BGA Inspection FORM 267, that you have done so.

b) The BGA's Technical Procedure Manual has been revised, particularly in respect of Section 13, which covers our CAA Approval referenced DAI/8378/73. The new terms of approval are included in this section.

1.0. Airworthiness "AGGRO"

1.1. DIMONA (SLMG) - Extension of Life from 3000 hrs to 6000 hrs. Service Bulletin 25/1 (herewith) refers.

1.2. ASH 25E Propeller Improvement - Tech Note 3B introduces propeller Part No. MT 130-L-108-1B.

1.3. ASK 13 Airbrake Control Circuit - ("A" Brackets). Tech Note 14 (herewith) gives instructions for the correct adjustment of the system, in an attempt to eliminate recurrent cracking of "A" brackets.

1.4. ASK 16 Air Brake Control Tubes - in the WING, heavily corroded - inspect as soon as possible.
(Reported by Westley Aircraft - Cranfield).

1.5. Nimbus 2 & 3 Series - Tost Safety Hook Type "Europa" G-88 (replacing G72 and G73) Tech Note 286-26 authorises this change (from UK Agents).

1.6. Bocian IE - Cracks in Undercarriage Assembly. Sketch herewith tells you where to look.
(Reported by Eddie Gunner - Bath & Wilts G.C.)

1.7. LS6 Lower Rudder Hinge - retaining nut becomes loose. Possible "fix" is illustrated here by courtesy of Tony Burton.

1.8. Tost Wheel/Brakes - Seizure and failure of wheel.

Damage to undercarriage assembly (ASW15B) has been reported due to the use of Honda Motorcycle brake shoes, which seized the wheel on landing.
(Reported by Colin Anson - London G.C.).

1.9. Weak Link Ratings - Issue 5 of the BGA list herewith

a) Puchacz Flight Manual authorises 1520 lbs (Tost Red).

b) Centrair 101 (Pegasus) amended to 1320 lbs (Tost Blue).

1.10. Slingsby T (61F) "Ventures" Avgas may be used if desired. CAA letter 9/40/28 00 00 dated 9/12/91 refers.

1.11. PA18-150 Series Tail Brace Wire Support Installation - Service Bulletin 706B dated 9/10/91 should be obtained from your Maintenance Organisation.

1.12. Discus (A&B) The following Tech/Notes have been issued :-

a) T/N 360-7 introduces Europa G88 hook as an option.

b) T/N 360-8 introduces additional static vents which will not fill with water when you dump your ballast. Copes from U.K. Agents.

1.13. Puchacz - The following defects have been reported :-

a) Rear Canopy Jettison Pin migrates breaking the soft locking-wire, and could make the canopy unsafe.

b) Elevator Trim cross-shaft misaligned, causing backlash in the trim system. (Reported by Ron King - Southdown G.C.).

1.14. TIMBER ! ! CAA Airworthiness Information leaflet AIL/0152 dated 7/1/92, (herewith), draws attention to defective THIN PLYWOOD SHEET.

1.15. Flexible Hoses (Fuel, oil and hydraulics). The "bottom line" airworthinesswise, is that regardless of age, these must be free from obstructions, from internal and external deterioration. Flow tests can be carried out and/or pressure tests to 1.5 times working pressure. Leaflet 5-5 of Civil Aircraft Airworthiness Information and Procedures (CAP 562) refers. Some hoses are "lifed" in the Maintenance Manuals

1.16. Extracts from GASIL 1/92 herewith.

a) Deterioration and structural joint failure Wooden airframes
b) Tailplane TRIM Jack failure - Piper Cubs

1.17. Rudder Hinges Cracked - SF27 top hinge found cracked. All types of fabricated hinge on all types of glider, require inspection annually. (Report by Newark & Notts G.C).

1.18. Bocian Cable Release Dual Pulley Assembly - found broken and likely to become detached. (Report by Strubby G.C.).

1.19. KA8b (and all similar types) Rudder cable found overlapping the elevator push-rod 2/3rds into the fuselage, causing rudder/elevator, interconnection. Check with rudder pedals fully forward that adequate cable tension remains, and that rudder travel is symmetrical, and that the cable diameter is 3.1mm (and not 2.5mm), to give adequate cable stiffness. (Reported by Ron Hawkes - Midland G.C.).

PART 2 GENERAL INFORMATION

2.1. Premature release Pirat Winch Hooks - The launch performance may be improved by filing the FORWARD FACE of the Hook to correspond with the vertical faces which carry the over-ride ring. (Reported by Dick Lyon North Wales G.C.)

2.2. G.R.P. Courses at Marine Builders Training Trust, Hazel Road, Woolston, Southampton, SO2 7GB (0703 446824) are commencing :-

17th February
9th March
30th March

2.3. "Eagle" ex ATC Twin Drum Winches - (Two remain unsold at HMS Condor Arbroath).

The pay-on scroll gear on these machines requires frequent cleaning, inspection and lubrication to prolong their service life, and to avoid costly replacements. Whereas scrolls can be manufactured. Tost pay-on gear can be fitted).

2.4. BGA Price List for 1992 is attached.

2.5. S.L.M.G. & TUG C.of.A. Renewals - Errors in CAA FORM 202L. - Please see sample 202L attached for guidance in correctly completing this form. Which may otherwise further delay the renewal process.

R.B. Stratton
Chief Technical Officer

HOAC AUSTRIA G.m.b.H.
N. A. Otto-Str. 5
A-2700 Wiener Neustadt
AUSTRIA

DIMONA
INS
1/2/92

SERVICE BULLETIN no. 25/1

SUPERSEDES SERVICE BULLETIN NO. 25
DATED DECEMBER 20, 1989

Serial nos. affected: all serial numbers of the type H-36 "DIMONA"

Subject: 1) Inspection program for 3000 hours inspection and extension of life time to 6000 hours.

2) Aircraft components with limited life time.

Reason: **3000 hour inspection program:**

As described in the Maintenance Manual, page 83, item 10.4, upon reaching 3000 hours of operation and in order to extend the life time to 6000 hours, the aircraft has to undergo a special inspection program to prove its airworthiness under the aspect of lifetime.
Diverging from the specifications in the Maintenance Manual, the inspection need not be carried through in intervals of 1000 hours; the lifetime can be extended directly from 3000 to 6000 hours.

The instructions to carry out are listed in the inspection program, which can be requested from the manufacturer.

Aircraft components with limited life time:

Upon publication of this Service Bulletin, the aircraft components specified below are subject to a limited life time in addition to the components listed in the Maintenance Manual (page 86, item 10.6). These parts must be renewed as soon as they reach their respective life time limit.

- Tail wheel steering cables: 1000 hrs. or 10 yrs.
- Air brake control cable: 1000 hrs. or 10 yrs.
- Silent blocks of engine mount: 3000 hrs.
- Engine tensioning cables and turnbuckles: 3000 hrs.
- Electric fuel pump part no. 4412: 1500 hrs.
- Electronic fuel pump part no. 8812: 3000 hrs.

- Fuel shut-off valve, type "Truma 8L":	3000 hrs. or 5 yrs.
- Fuel tank made of FRP:	3000 hrs.
- Rod end bearings, fastening screws, and brackets of main landing gear attachment	3000 hrs.
- Outer rod end bearings of elevator attachment	3000 hrs.
- Flexible fuel and hydraulic lines of airframe / cell	8 yrs.
- Flexible fuel and oil lines of engine compartment	5 yrs.

New life time limit:

- rudder control cables:	1000 hrs. or 10 yrs.
- fuel shut-off valve, type "Kugelhahn"	unlimited life time

Comment: If a limited life time is given by the number of operating hours or a time span, the limit that is reached first is relevant. The hours of operation given here conform to those of the aircraft.

Detailed instructions:

3000 hour inspection program:
None.

Aircraft components with limited life time:
Page 87 (enclosed) must be added to the Maintenance Manual.

Compliance:

3000 hour inspection program:
At 3000 hours of operation.

Aircraft components with limited life time:
At the given life time limit.

Mass and balance: Not affected.

Remark: Replacement of pages in the Maintenance Manual may be done by any qualified person.

Wr. Neustadt,
August 26th, 1991

D. Köhl

(Dieter Köhler, Technical Manager)

BAZ approved:
November 5, 1991

Approval of translation has been done by best knowledge and judgement -- in any case the original text in German language is authoritative

SHEET: 1 of 2	ASK 13 Technical Note No. 14	Alexander Schleicher GmbH & Co. Segelflugzeugbau D-6416 Poppenhausen

TNS 1/2/92

KA.13.

Subject: Inspecting the bearing brackets and the toggle force of the airbrake control circuit.

Serial number applicability: Glider ASK 13, Data Sheet no.267.
A) Serial no.s 13000 thru 13689 including;
B) All serial no.s.

Compliance:
A) The action must accomplished with the next annual C. of A. inspection, but before or on March 31, 1992, at the latest.
B) The action must become part of each future annual C. of A. inspection.

Reason: On some gliders of the model ASK 13 the bearing brackets of the airbrake control circuit have broken at the wing root rib. The failure was caused by too high toggle forces which resulted from a wrong adjustment of the toggle in the airbrake control circuit.

Action:

1. Carefully inspect the bearing brackets of the airbrake control circuit at the wing root ribs as well as the root ribs themselves for damage, cracks etc. In case of doubt the paint must be removed off the bracket. In most cases the breaks were found at the bottom of the front bearing bracket; refer to the drawing on Sheet 2 of this TN !
   Where damages at one bearing bracket are found, this part must be exchanged; where a root rib is damaged, it requires repair.

2. Check the toggle force as described under Point 3.) and where necessary adjust.

3. Adjustment Instructions For Airbrake Toggle

3.1 Undo the airbrake return spring at the front operating lever in the cockpit.

3.2 The airbrake toggle - each side separately - must be adjusted such that a force of approx. 3 to 4 daN is obtained at the front airbrake operating lever when measured from above (measurement distance from the pivot point of the operating lever towards the hand grip = 300 mm).

3.3 Adjustment of the toggle force is done by turning in or out the adjusting heads in the fuselage. If the correct adjustment values cannot be achieved here, the thickness of the airbrake stop blocks inside the wings must either be increased or cut back.

P.T.O

ASK 13
Technical Note
No. 14

Alexander Schleicher
GmbH & Co.
Segelflugzeugbau
D-6416 Poppenhausen

KA.13

3.4 Take care that the toggle must not go over the dead point which would cause the airbrakes to extend again.

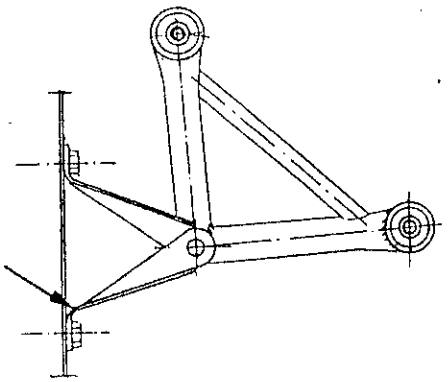
3.5 For both airbrakes together, the hand forces must not exceed approx. 6 daN, when measured at the front airbrake operating lever from above.

3.6 Re-fit the airbrake return spring at the front operating lever in the cockpit.

4. This Technical Note must be inserted as appendix into the ASK 13 Flight and Maintenance Manual and this action must be entered into the "Amendments" on page 2.

5. The inspection of the bearing brackets and of the toggle force of the airbrake control circuit (as described under points 1. thru 3.) must be included from now on within each annual C. of A. inspection.

Material & Drawings:



Notes:

The actions under Point 1.) thru 3.) can be accomplished by any competent person. The accomplishment of this mod must be certified by a licensed aviation inspector in the glider's inspection documents and in the log-book.
The action under Point 4.) can be accomplished by the owner / operator of the glider himself.

Poppenhausen, September 27, 1991

ALEXANDER SCHLEICHER
GmbH & Co.
i.A. Lutz-Werner Jumtow.

The German original of this Technical Note has been approved by the LBA under the date of October 23, 1991 (signature: SKOV). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.

LS6.
TNS 1/2/92

Problem

1 Outside diameter of brass washer is similar to "d1". So brass washer binds against bearing housing.

2 "d2" is too short. So assembly is difficult to move when nut is tightened.

3 After several movements of rudder the nut becomes loose and the assembly becomes free. Everything seems to be OK.

4 But the nut is no longer tight!

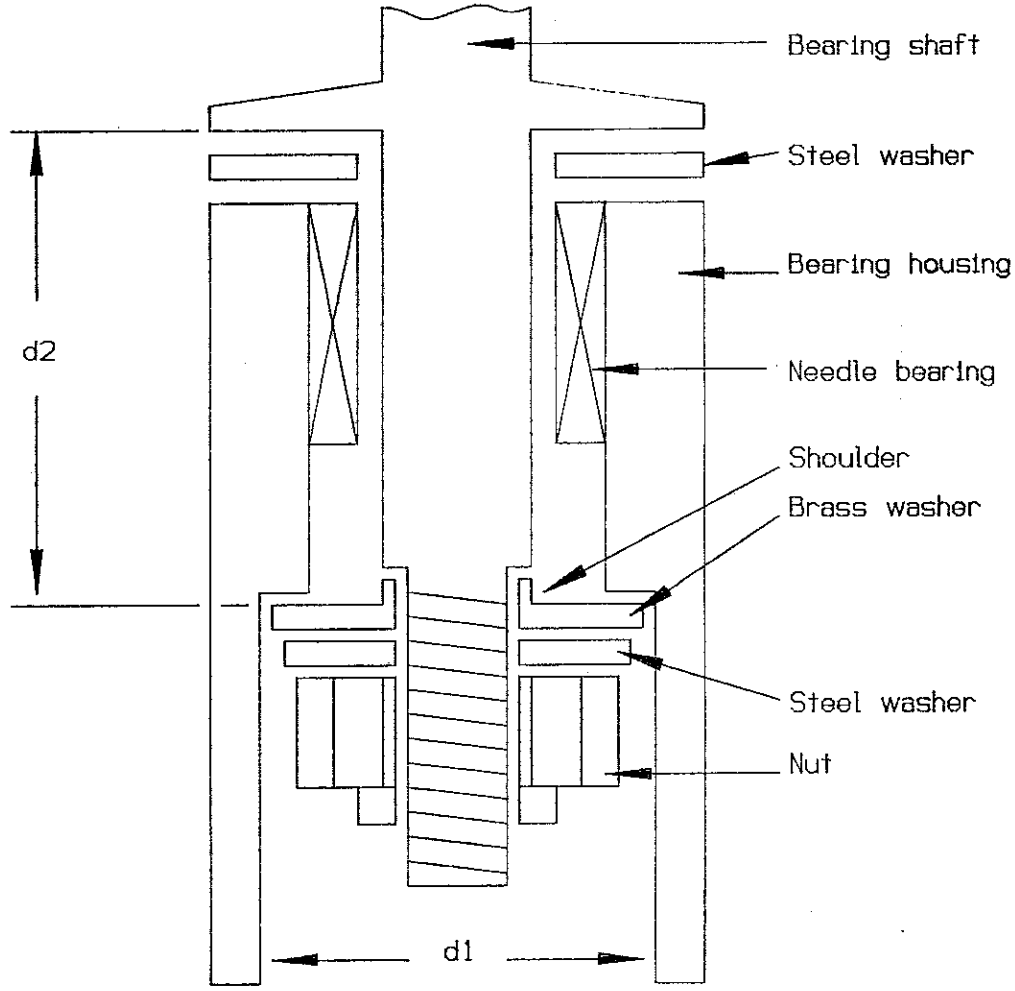
Temporary Cure

1 About 0.5 mm has been removed from the outside diameter of the brass washer.

2 The steel washer (was 1.5 mm thick) has been replaced by a washer made from brass shim-stock (0.4 mm thick).

Suggested Action for Future

Fit modified brass washer having smaller outside diameter and longer shoulder. Tighten assembly and check free play. Reduce length of shoulder to get perfect fit with just a little play.



Loose Rudder Fixing, LS6-17.5

TNS/2/92

LS6

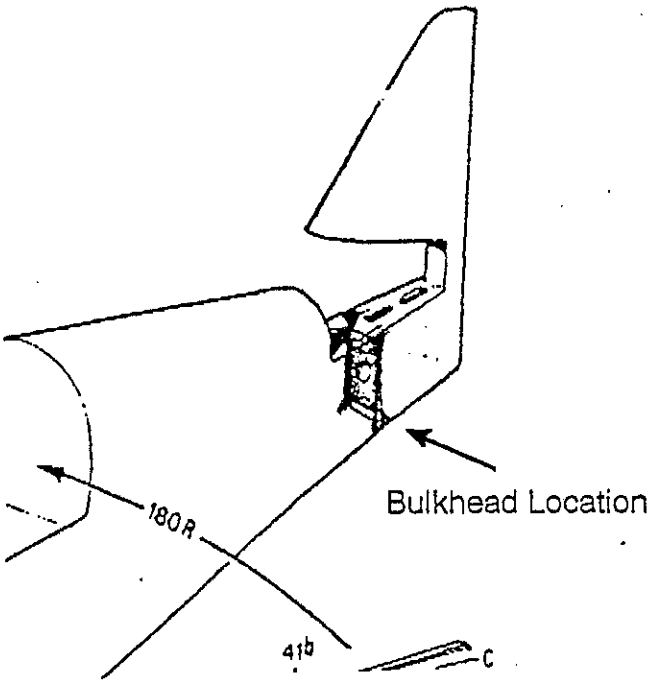
E2. PROBLEMS WITH WOODEN STRUCTURES

Aircraft Type : Robin DR 400
Date : October 1991

During scheduled maintenance and defect rectification, it was noticed that the bulkhead adjacent to the stabilator main attachment point was loose on the left hand fuselage side frame. Further investigation revealed that the bulkhead had separated from the frame along the glued joint for approximately 60% of its length.

The manufacturer was advised and a repair scheme obtained, incorporated and the aircraft returned to service.

The Operator initiated a fleet check and all aircraft were grounded for inspection. Similar defects were discovered on 2 out of the 3 aircraft.



The extent of the defect on one aircraft was considerably greater than any other. It was found that the failure in most cases was along a manufactured glue joint, i.e. glue failure or incorrectly glued joints. One aircraft suffered from failure of the side frame, possibly due to poor wood grain used in manufacture, since the failure occurred along the heavy grain section. The aircraft concerned were late model aircraft, each having flown approximately 1800 hours. The drawing shows the area to look for.

12. TAIL PLANE TRIM JACK FAILURE

P/E

Aircraft Type : Piper PA18 150 Super Cub
Date : September 1991

During the approach, on flap selection, it was found that the stabiliser trim which had been noted as "harsh" had progressively stiffened and then finally jammed. The aircraft was landed with significant forward stick.

Investigation showed that the jack screw had broken approximately at mid-length. Fortunately, various features of the installation kept the key parts in place and restrained the tail plane in the failure position.

The last recorded maintenance on the item was a month previously when the trim jack was found to be loose, it was reshimmed and tested satisfactorily.

It was considered by an experienced engineer that excessive shimming to eliminate side play on the tail plane front or rear attachments can induce friction in the system, as well as undue side loads to the screw jack which may lead to failure of the screw jack. A check for increased friction should therefore be accomplished after any shimming.

Ground handling the aircraft by the tailplane could also impose loads on the screw jack, see GASIL 1/91.

CAA Comment:

During glider towing operation, the trimmer is in constant use compensating for trim changes due to glider position, power changes and flap selection for landing. The owners of the aircraft have estimated that since the screw jack was replaced in March 1984, the aircraft has undertaken nearly 17,000 flights almost all of which have been glider towing operations.

Have any other readers encountered similar problems with the screw jack? The last recorded incident was 1985.

B.G.A. WINCH/AUTO TOW WEAK LINKS

Revised April 1991 From TOST DATA SHEET 2/4/90
With Ammendment As Authorised By B.G.A.*

	NOT EXCEEDING KP			NOT EXCEEDING KP	
ASTIR (s) Single	500	No.5	Eagle	600	No.4
TWIN ASTIR	845	No.3	**EON. PRIMARY**	**500**	No.5
ASH 25	900	No.2.	EON. BABY	600	No.4
ASK 14	830	No.3	ELF.S.2.	540	No.5
ASK 15	500	No.5	Falcon	500	No.5*
ASK 17	600	No.4	Fauvel	500*	No.5
ASK 19	**600**	**No.4**	Fauvette 905	500*	No.5
ASK 20	600	No.4	FOKA 3/4/5	720	No.4
ASK 21	1000	No.1	Geier II	765	No.3
ASK 22	900	No.2	Glasflugel 604	850	No.2
ASK 23	680	No.4	Goevier III	1030	No.1
ASK 24	600	No.4	Grunau /5	540	No.4
AV.36	600	No.4	Gull 1/3/4	500	No.5
Austria Std.	670	No.4	Harbinger	500	No.5*
BergFalke 2	970	No.2	Hornet	500	No.5
BergFalke 3	1070	No.1	Hutter 17	500	No.5
BergFalke 4	**750**	**No.3***	Iris (D77)	500*	No.5
Bijave (WA30)	600*	No.4	IS.28B2	600	No.4
Blanik	630	No.4	IS.29/30/32	500	No.5
Bocians	1000	No.1	Jantor Std	530	No.5
Breguet 905	600	No.4	Jantar 2	600	No.4
BG. 135	600	No.4	Jantar 3	600	No.4
Cadet Mk1 & 2	500	No.5	Janus B	600	No.4
Cadet Mk3 (T31)	500	No.5	Janus C	750	No.3
Caproni A21	600	No.4	Jaskolka	500*	No.5
Capstan	600*	No.4	Javelot	500*	No.5
Carman JP15	**600**	**No.5**	Junior	500	No.5
Centrair 101	600	No.4	JP 36A	500*	No.5
Cirrus	860	No.2	KA 1 & 3	450	No.6
Cirrus (Std)	500	No.5	KA 2	600	No.4
Cumulus	540	No.5	KA 4	900	No.2
Cobra	600	No.4	KA 6	650	No.4
Condor	1000	No.1	KA 7	1080	No.1
			KA 8	668	No.4
Dart 15/17/	**500**	**No.5**	KA 13	1080	No.1
Delphin	700	No.4	Kestrel 17/19	630	No.4
Diamant 16.5/18	935	No.2	Kite 1.2B	500*	No.5
Discus	650	No.4	Kranich II/III	960	No.2
DG 100/200/	500	No.5	Kranjanek	500*	No.5
DG 400	500	No.5	LAK 12	600*	No.4
DG 300/600	680	No.4	Libelle (201)	500	No.5
Doppleraab	800	No.3	Libelle H.301	670	No.4

	NOT EXCEEDING KP	
LS 1	500	No.5
LS 3	600	No.4
LS 4	600	No.4
LS 6	600	No.4
LS 7	600	No.4
LO-100	650	No.4
M 100	500*	No.5
M 200	600*	Mo.4
Meise	670	No.4
MG 19A	950	No.2
Mosquito	650	No.4
Moswey	650	No.4
Minimoa	500	No.5
Mucha Std.	820	No.3
MU 13	535	No.5
Nimbus 2	600	No.2
Nimbus 3	750	No.3
Nimbus 3.24 &3D	1040	No.1
Nimbus - Mini	600	No.4
Olympia 1&2	500*	No.5
Olympia 460/463	500*	No.5
Olympia 419	600*	No.4
Peak 100	600*	No.4
Petrel	500*	No.5
Phoebus (all)	1000	No.1
PIK 20E	600	No.4
PIK 16/20	530	No.5
Pilatus B4	500	No.5
Pirat	600*	No.4
Prefect	500*	No.5
Puchatz	750	No.3
Rheinland	500*	No.5
Rhonlander 2	500*	No.5
Rhonlerche 2	900	No.2
Rhonsperber	500*	No.5
Sagitta	600*	No.4
SB.5	600*	No.4
SF.26	650	No.4
SF.27A	**750**	**No.3**
SF.34	600	No.4
S.G.38	300	No.7
SHK	700	No.4
SIE 3	700	No.4
Silene (E.78)	600*	No.4
Sky	**500**	No.5
Skylark 1.2.3.4.	**500**	No.5
Spatz	520	No.5
Sperber	1030	No.1
Suid III	500	No.5
Swallow	**500**	No.5
Swift	**500**	NO.5

	NOT EXCEEDING KP	
T.21	500*	No.5
T.31	500*	No.5
T.53/YS53	750*	No.3
Torva	500*	No.5
Tutor	500*	No.5
Vega	600	No.4
Ventus	650	No.4
Viking (V.G.C.)	500*	No.5
Wassamer WA26	500*	No.5
Weihe	670	No.4
Zugvogel 1.2.	720	No.4
Zugvogel 3.	742	No.4
Zugvogel 4	690	No.4

TOST COLOUR CODING

Black No.1	1000 daN	= 2200 lbs
Brown No.2	850	= 1870 lbs
Red No.3	750	= 1650 lbs
Blue No.4	600	= 1320 lbs
White No.5	500	= 1100 lbs

N.B. If in doubt:

Tost apply a factor of 1.3 x Max all up weight of glider to determine Weak Link Strength for winch/autotow.

DATA FROM TOST Kindly Supplied to BGA By Chiltern Sailplanes Ltd, Booker Airfield, Marlow, Bucks. SL7 3DR. 0494-445854

TNS 1/2/92 ISSUE 5 **Amendments as indicated in BOLD.**

FEB 1992

Civil Aviation Authority

Safety Regulation Group

AIRWORTHINESS INFORMATION LEAFLET

Ref: AIL/0152

Date: 7 January 1992

Author's Initials LMA-P

This Leaflet will not necessarily be kept up to date by reissues.

SUBJECT TITLE **AIRCRAFT PLYWOOD - THIN PLYWOOD SHEET**

PURPOSE The purpose of this Information Leaflet is to advise of manufacturing defects which have been discovered in a small number of thin plywood sheets manufactured by British Plywood Manufacturers Ltd.

1 INTRODUCTION

1.1 Thin plywood sheet in the range 1/16 to 5/32 inches thick manufactured by British Plywood Manufacturers Ltd between June 1990 and 31 October 1991, may be suffering from delamination arising from difficulties encountered in the manufacturing process.

1.2 British Plywood Manufacturers Ltd have taken measures to ensure that the problems encountered have been obviated and the CAA has no reason to believe that these problems will recur. Plywood in use or storage at present may however, be affected. The company has made efforts to contact the persons known to have purchased affected plywood but due to the wider dispersion which may have taken place subsequently the CAA is issuing this Information Leaflet in order to provide a wider circulation.

2 INSPECTION

2.1 In the isolated cases where delamination has been observed, it has mostly been confined to the centre area of manufactured board. The delamination may vary in extent and does not exist in every board. Where structural components have been manufactured from the material in question without the visual inspection or tap test described below being carried out, a tap test of the built up structure should be undertaken.

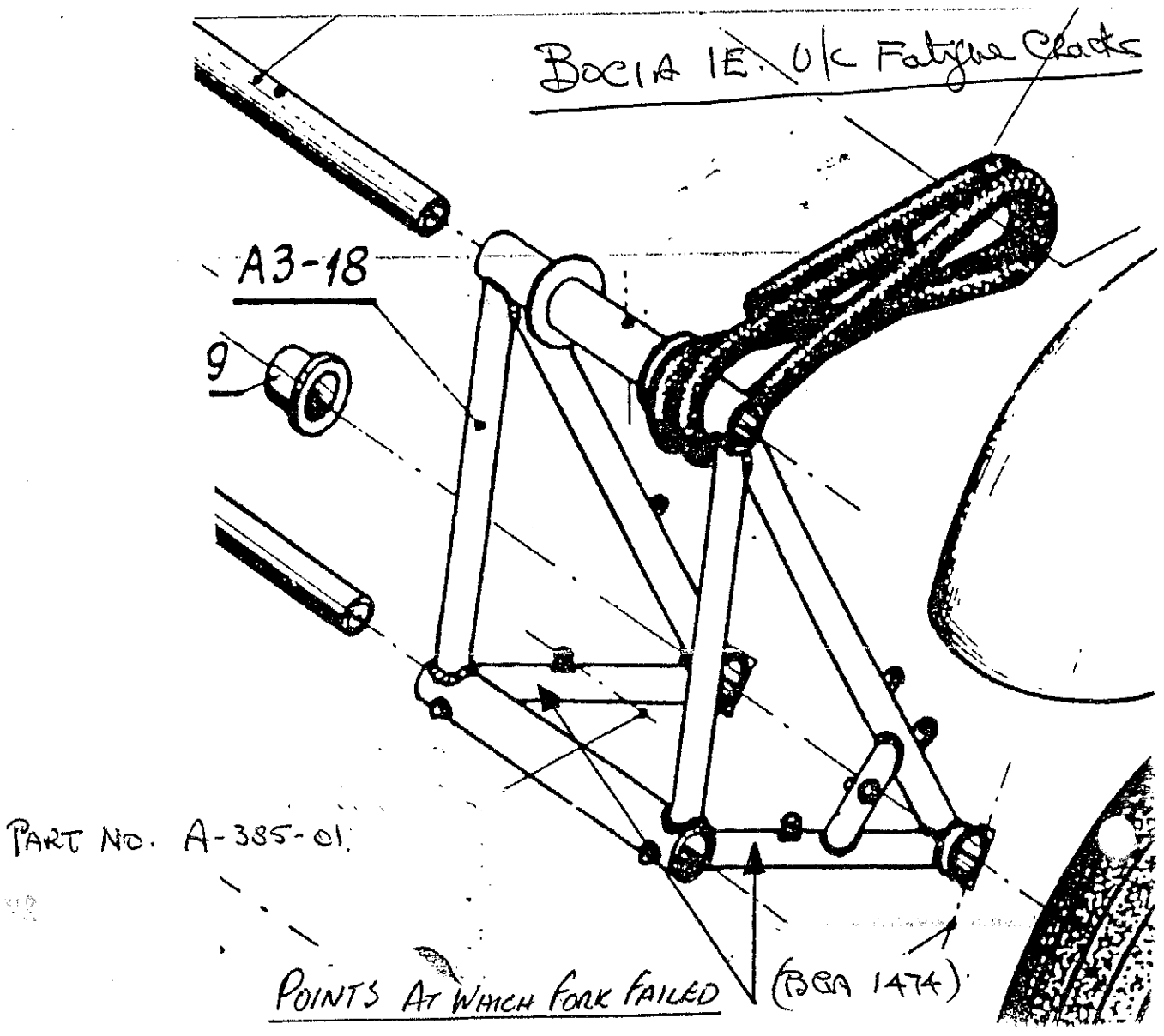
2.2 Delamination may be detected visually be examination of the glue lines on the cut edges or by the surface, ballooning or bulging.

2.3 Tap testing is a good way to detect delaminations or disbonds in a laminated board or structure. Surface tapping with the edge of a coin or similar object reveals a distinctive sound on good material but a noticeable change to the sound occurs when tapping disbonded material. Such taps should be repeated at approximately 2 inch intervals across the surface to be examined.

3 IMPLICATION

3.1 Delamination in plywood used for structural purposes will have a weakening effect on the structural strength and stiffness. The nature and extent of this weakening will be dependant upon the particular application.

3.2 Delaminated material should not be built into stressed aircraft structure. Where any doubt exists about the integrity of an existing structure, an appropriate Design Organisation should be consulted.



SAMPLE FORM 202L

HOW TO COMPILE CORRECTLY

TNS/1/2/92

Civil Aviation Authority

Safety Regulation Group

REPORT AND RECOMMENDATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS BY AN ORGANISATION APPROVED IN ACCORDANCE WITH BCAR, SECTION A, CHAPTER A8–15

NOTE. Where an item is not applicable or appropriate the letters 'NA' should be entered.

DISTRIBUTION
White – CAA Area Office
Pink – CAA Area Office
Yellow – Aircraft Records
Blue – Approved Organisation

1 AIRCRAFT DETAILS

1.1 Registration: _____ Type: (FROM THE C.OF.A.) Serial No: _____

1.2 C of A Category: PRIVATE

1.3 Engine Type(s): IN FULL Propeller Type(s): IN FULL

2 REPORT

2.1 Total hours flown to the nearest hour either since manufacture or initial issue of UK C of A*: SEE NOTE 1 below

2.2 Hours flown to the nearest hour during each calendar year since C of A issue or last renewal:

19 _____ hr/19 _____ hr/19 _____ hr/19 _____ hr/Total NOTE 2 hr

* 2.3 Aircraft tested to Airworthiness Flight Test Schedule No: BGA Issue No: _____ Date of satisfactory Flight Test: _____

2.4 Radio equipment installed is in accordance with Form AC 968A: IS IT APPROVED? (See NOTE 3)

2.5 Flight Manual/Pilots Operating Handbook/Owners Manual* is in accordance with Flight Manual checklist dated: NOTE 4

2.6 Date of current Weight & Centre of Gravity Schedule/Loading and Distribution Schedule* _____

2.7 Date of last weighing: Send copy if reweighed

2.8 Aircraft is approved for Glider Towing/Parachuting/Banner Towing/other (please specify) NO

2.9 I confirm that all appropriate CAA requirements and Airworthiness Notices – Contents No: NOTE 5 have been complied with.

2.10 I confirm that compliance with the following, as appropriate, is recorded in the aircraft records:

(a) FAA Airworthiness Directive Vol 1 at Bi-weekly Listing No: N/A

(b) CAA Mandatory Modifications and Inspections Summary, Contents and checklist of pages at Issue _____ dated _____

(c) Foreign Airworthiness Directives Vol. III, Contents and checklist of pages at Issue BGA LIST dated _____

(d) CAA Additional Directives, Contents and checklist of pages at Issue + Latest TNS dated _____

2.11 The aircraft complies with Specification/Data Sheet/Fiche No*: Leave Blank Revision/Issue/Edition No: _____

Quote Variations:

2.12 I confirm that all major repairs carried out since last C of A renewal have been assessed and are satisfactory.

3 CERTIFICATION

* 3.1 STAR INSPECTION†

completed on: _____

Certified by:

Category *Name* *AMEL No.*

✓

3.1 Certified that the appropriate requirements of BCAR, Section A/B Chapter A3–4/B3–4* have been complied with and that the particulars contained herein are correct. It is recommended that Certificate of Airworthiness No: P be renewed for a period of 36 months, in the Private/~~Aerial work/Transport~~ Category.

Signed: _____ Name: (CTO)

Organisation: BGA

Approval Ref. No.: _____ Date: _____ *

The following documents are attached for CAA records: Flight Test Schedule/~~Flight Manual Check List~~/Weight and Centre of Gravity Schedule ~~Loading and Distribution Schedule AC 968A~~*

AD 202L
230490

†To be in addition to and coincidental with the annual check (CAAIP Leaflet 1–6)

*Delete as necessary

NOTES

NOTE 1. Item 2.1 This is the total from the last C.of.A. FORM 202L + hours flown under item 2.2.

NOTE 2. Do these hours add up correctly? Please check again.

NOTE 3. If radio not approved either remove it or complete BGA FORM RAD/INST/86.

NOTE 4. Some SLMG's have a 4 page C.of.A.– If so say so here. If a Flight Manual is available for the type please insert the date of the latest amendment.

NOTE 5. Every owner or Licenced Engineer is entitled to a copy of Airworthiness Notices, from CAA Publications, 37 Gratton Road, Cheltenham, Glos, GL50 2BN

* **DATES** – These three dates must be within 21 days allowing for delays in postage and processing by BGA

B.G.A. CHARGES 1992

		Increases From 1/10/92
CERTIFICATES		
'A' Endorsement	£ 6.50	£ 7.50
'A' Pin Badge	£ 2.00	
'B' Endorsement	£ 4.00	£ 4.50
'B' Pin Badge	£ 2.00	
Bronze Endorsement	£ 5.50	£ 6.25
Bronze Pin Badge	£ 2.00	
Silver, Gold & Diamond - per leg	£ 5.50	£ 6.25
Silver Badge	£ 2.00	
Gold Pin Badge	£ 2.00	
UK Cross-Country Diploma - each part If applying simultaneously for both	£ 5.00 £ 9.00	£ 5.50 £10.00
CERTIFICATE OF AIRWORTHINESS		
Glider issue/renewal per year	£ 30.00	£35.00
Motor Glider - renewal	£276.00 (3 years)	
COMPETITION LICENCE - issue/renewal per year	£ 5.00	
COMPETITION NUMBER - issue/renewal per year	£ 12.00	
INSPECTORS - issue/renewal per year	£ 16.50	
INSTRUCTOR RECORD CARD	£ 25.00	
A.E.I. RECORD CARD	£ 15.00	
INSTRUCTOR RENEWAL per year	£ 5.00	£ 7.50
OFFICIAL OBSERVER - issue	£ 5.00	