BRITISH GLIDING ASSOCIATION

BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET TNS 7/8/92

PART 1 Airworthiness "AGGRO" Please add to the BGA 1992 Red Pages.

1.1. SHK - Restricted Aileron Travel to 65MM from 123MM. Caused by maladjustment, following damage to the undercarriage retraction mechanism, which fouled the aileron drive system. (Reported by Ray Brown - Cotswold G.C.).

1.2. KA21 Nose Hook Release - failure of the release cable turnbuckle which was misaligned. This failure will leave you permanently connected to the Tug! (Reported by RAFGSA Bicester).

1.3. KA21 Recurring Failure of Rear Canopy Structure. Sketch from Phoenix G.C. RAF Germany, herewith. This structure is designed to fail when jettisoned, so repairs must not invalidate this feature.

1.4. ASW 20's After Heavy Landings, inspect for delamination of the flap trailing edges, either side of the flap drivers, for lengths between 4" to 9". Torsional stiffness of the flap is degraded. (Reported by Tim McFadyen - Cotswold G.C.).

1.5. Grob G.109 - Rudder Bellcrank Failure. Grob defect report requires inspection and reporting action. Copy herewith.

1.6. Grob G.109 Extension of Service Life. SB. TM 817-28/1 herewith supersedes TM 817-28 dated May 1991.

1.7. Grob G.109B - With Bendix Magnetos. Revised TM 817-34/2 herewith requires action as indicated.

1.8. Kestrel 19 Unconnected Aileron - resulted in two aborted auto-tow launches. Failure to correctly connect and to independently check on D.I. (Reported by RAE G.C.).

1.9. T.61's all Series and Particularly T.61(F's) Carb Hot Air Heat Exchanger(s) should be pressure tested (20 PSI) to ensure that corrosion damage will not result in exhaust gas leakage into the induction system and cause engine malfunction. Applies also to Cabin Heat Exchangers, the malfunction of which will cause Pilot & Crew incapacitation. (Airworthiness Notice No. 40 refers).

1.10. Centrair 101 Tous Types. T/N 101-16 herewith requires action if you can translate it!

1.11. Centrair 201 Tous Types. T/N 201-11 herewith requires action on aileron mass balances.

1.12. Electrical Bonding of Gliders (Protection against Lightning Strikes). Advice given by BGA in 1966 is reported herewith, in view of recent Storms!

1.13. Oil Filter Assemblies (applicable Tugs & SLMG's) Failure of the bonded gasket - Diagram from GASIL herewith alerts you to possible failure.

1.14. KA 18 Weight & Balance. T/Note 3 gives the following revisions. Gross Weight 738 lbs (335 kg). C.G. Range 7.87" (200MM) - 14.92" (379MM). C.G. Datum L/E Rib 3. A/C levelled - Tangent Rib 3 horizontal. Pilot C G 19.0" (485MM) Tech/Note 3 Revisions may not have been included in BGA C's.of.A. (Research by Jim Tucker - Southdown G.C.).

1.15. DG 500M T/Note 843/2 Relocates certain Engine Components.

1.16. Grob G.102 Astir's - Tailplane Attachment ball not secure - Check tighten after adjustment, and if in doubt apply Loctite! (Reported by RAFGSA Germany).

PART 2 GENERAL

2.1. Slingsby Glider & SLMG Spares have been acquired by McLean Aviation, Rufforth Airfield, York. 0904 83659.

2.2. Hirth Engines - Product Support may be available on 0730 - 60986.

2.3. Rotax Engines - the UK Agents are Cyclone Hovercraft 0926 - 612188.

2.4. STILS Poly-Filer Products (Aircraft Coverings) 0936 - 63636.

2.5. CAA C.of.A. Renewals Correct use of CAA Form 202L. The CAA have rightly asked me to draw your attention to the proper conduct of Inspections, and the recording on Form 202L that you have done so. (Sample attached).

2.6. "Registration" of Imported Aeroplanes I.C.A.O. Regulations require that no aeroplane shall be registered in more than one State. Therefore, when you purchase a FOREIGN REGISTERED Aeroplane (Glider, S.L.M.G., Tug etc), you must ensure that the VENDOR cancels the Registration in his own Country. (Letter from CAA attached).

The foreign registration letters must be deleted on arrival in UK, (This includes gliders even though they are not Registered with C.A.A.).

Where UK Registration by CAA is required (S.L.M.G's, Tugs etc), the letters must conform to the Air Navigation Order (details herewith).

2.7. Accidents/Incidents. Extracts from AAIB Bulletins are attached herewith.

2.8. CAA Airworthiness Notices. Every Registered Owner is entitled to a set F.O.C. Contact CAA Publications Dept, Greville House, 37 Gratton Road, Cheltenham, GL50 2BN (0242-235151). Every BGA Inspector involved with S.L.M.G's, must have access to Airworthiness Notices. (Ref CAA Form 202L item 2.10!).

R.B. Stratton
Chief Technical Officer

GROB LUFT- UND RAUMFAHRT	Service Bulletin TM 817-34/2	GROB G 109B

This Service Bulletin substitutes the Service Bulletin TM 817-34, dated 14 January 1992.

Subject: Inspection of the BENDIX-magnetos at the GROB 2500 engine

Concerning: G 109B, as of S/N 6200

Urgency: first within the next 25 flight hours, then every 100 hours inspection

Procedure: During engine inspections too less clearance between flyweights and stop pin has been found.

Action: To prevent a possible damage of the magnetos or the engine, inspections for the clearance between flyweights and stop pin are required. Perform as follows:

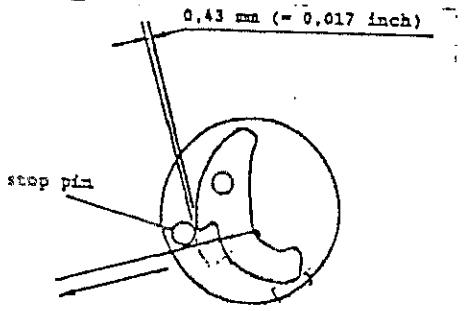
I. Clearance flyweight and stop pin (measured at the heel)

Caution:
- Ignition switch "OFF"
- Disconnect ignition harness from all spark plugs. Ground ignition leads to avoid sparking.
- Remove all spark plugs.

1. Remove magneto(s).

2. Measure the clearance between stop pin and flyweights with a proper measuring instrument as follows:
   Note: At engines with dual ignition, both magnetos must be checked.

   a. Pull the flyweight outwards by using a proper tool (for example a stiff, bended wire), measure the clearance and note the value. The clearance must have a minimum of 0,43 mm (=0,017 inch).
   b. Repeat the measurement for the second flyweight.



Warning: If the clearance is less than 0,43 mm (=0,017 inch), further operation of the engine with this magneto is not allowed, and the manufacturer must be contacted immediately.

c. Connect ignition harness.

d. If the clearance is sufficient, install the magneto(s) and adjust the ignition timing, according to the Operations Manual GROB 2500.

e. Install spark plugs.

f. The measured clearance of each flyweight, the flight hours and the operating hours of the magneto(s), must be reported to the manufacturer with the attached form.

II. Checking the axle wear of riveted flyweights according to Service Bulletin No. 599D "Inspection of riveted Impulse Couplings and Stop Pins", dated January 1992 (refer to Appendix)

Material: Material can be obtained from the manufacturer if necessary.

Weight and Balance: not effected

Remarks:

1. The inspection must be carried out in an authorized aviation work shop and certified in the log book by an authorized inspector.

2. If in the meanwhile you have sold your motorglider, we would ask that you kindly pass this information directly to the new owner and forward his address and aircraft s/n to us.

Mattsies, 17 March 1992

LBA approved
The German original of this service bulletin has been approved by the LBA on the 19. MRZ. 1992 and is signed by Mr. U. Kopp.
The translation has been accomplished to our best knowledge and judgement. In case of doubt, the German original is authoritative.

Dipl.Ing. R. Rischer
(Airworthiness engineer certification staff)

Appendix: Service Bulletin No. 599D (6 pages)

GROB LUFT- UND RAUMFAHRT	Service Bulletin TM 817-28/1	GROB G 109 G 109B

This Service Bulletin substitutes the Service Bulletin TM 817-28 dated 27 May 1991.

Subject: Extension of service life

Concerned: G 109/G 109B all S/N's

Urgency:

1. Before reaching a service time of 3000 flight hours: actions 1, 2, 3 (action 3 not at G 109B as of S/N 6500)

2. Before reaching a service time of 6000, 7000, 8000, 9000, 10000, 11000 flight hours: action 1

3. Before reaching a service time of 9500, 10500, 11500 flight hours: action 4

Procedure: Performed fatigue tests have shown that it is now possible to extend the service life to a maximum of 12000 flight hours.
During testing a good fatigue behavior of the composite components was demonstrated.
Nevertheless it is necessary to replace some metal parts.

Actions: The airworthiness has to be demonstrated for each motorglider according to an established inspection schedule:

1. Inspection according to Inspection Record "Extension of Life Time" G 109 /G 109B.

2. Installation of an inspection hole with a sight glass in the lower wing shell in accordance with Repair Instructions No. 817-28/1.

3. Replacement of both spar spigot assemblies in accordance with Repair Instructions No. 817-28/2.

The modification is based on the following drawings:

Drawing No.	Date	Title
109-1909/1910	13.05.91	Spar Stub LH/RH
109B-1015/1016	28.09.89	Spar Stub LH/RH

4. The following inspections (visual inspection, tapping) must be performed:

a. wing root external:
   - wing/ fuselage attachment fittings secure in laminate
   - wing connecting bolts: wear, corrosion, deformation

b. spar stub:
   - main spar spigot
   - spar pin fitting tight in laminate

5. The modification will be included in the Maintenance Manual a.s.a.p. at the next revision.

Material: The material (incl. Repair Instructions and Inspection Record) can be obtained from the manufacturer on inquiry.

Weight and balance: Empty weight and the center of gravity have to be checked after execution of the actions.

Remarks:

1. The Modification Information No. 817-6278 is cancelled by this Service Bulletin.

2. The execution of the actions must be carried out by an authorized aviation workshop and has to be certified in the log book by an authorized inspector.

3. After inspection the completed Inspection Record (action 1) must be filed in the airplane logbook, and a copy sent to GROB for evaluation.

4. If you have sold your motorglider in the meantime, we would ask that you kindly pass this information directly to the new owner and forward his address and aircraft s/n to us.

Mattsies 25 November 1991

LBA approved
The German original of this Service Bulletin has been approved by the LBA on the 30 MRZ 1992 ~~, December 1991~~ and is signed by Mr. U. Kopp. The translation has been accomplished to our best knowledge and judgement. In case of doubt, the German original is authoritative.

Dipl.Ing. J. Altmann
(Airworthiness engineer
Certification staff)

RIJKSLUCHTVAARTDIENST
DIRECTIE LUCHTVAARTINSPECTIE

MINISTERIE VAN VERKEER EN WATERSTAAT

OMSCHRIJVING:	DATUM:	NUMMER:
REPORT	10 March 1991	LI/LW/svn/92-040
AAN : Mr. C.W. v. Santen TER INFORMATIE	ONDERWERP : Grob G109 Rudder Bellcrank Failure PH-789	
VAN : S. van Nieuwaal AFDELING/BUREAU	DISTRIBUTIE: HLW, HLW/AS, Hr. Buisma, BVO, Hr. v.Eenige, Hr. v. Nieuwaal, LW archief BIJLAGE : 1	

Subject: Grob G109 - Rudder Bellcrank Failure.

Background

The G109 motorsailplane PH-789 (s/n 6038) experienced a RH Rudder Bellcrank Failure in flight. An uneventful landing was made. The aircraft had 3485 hours.

The Bellcrank (ref. A in fig. 1) failed at the location of a bearing and a weld.
The LH Bellcrank was inspected visually but showed no cracks.
During the inspection it was also noticed that the bolts B (RH and LH) were both installed head-down i.s.o. head-up as per installation drawing 109-4200 (11-03-1991).
The bolts were intentionally installed reversed to give clearance to the rudder pedal rods (C).
The head-up installation would have resulted in an interference between the bolt and the rods.

RLD actions:

1. RLD will issue an AD (BLA) for a one time inspection of the Bellcrank and the bolt installation.

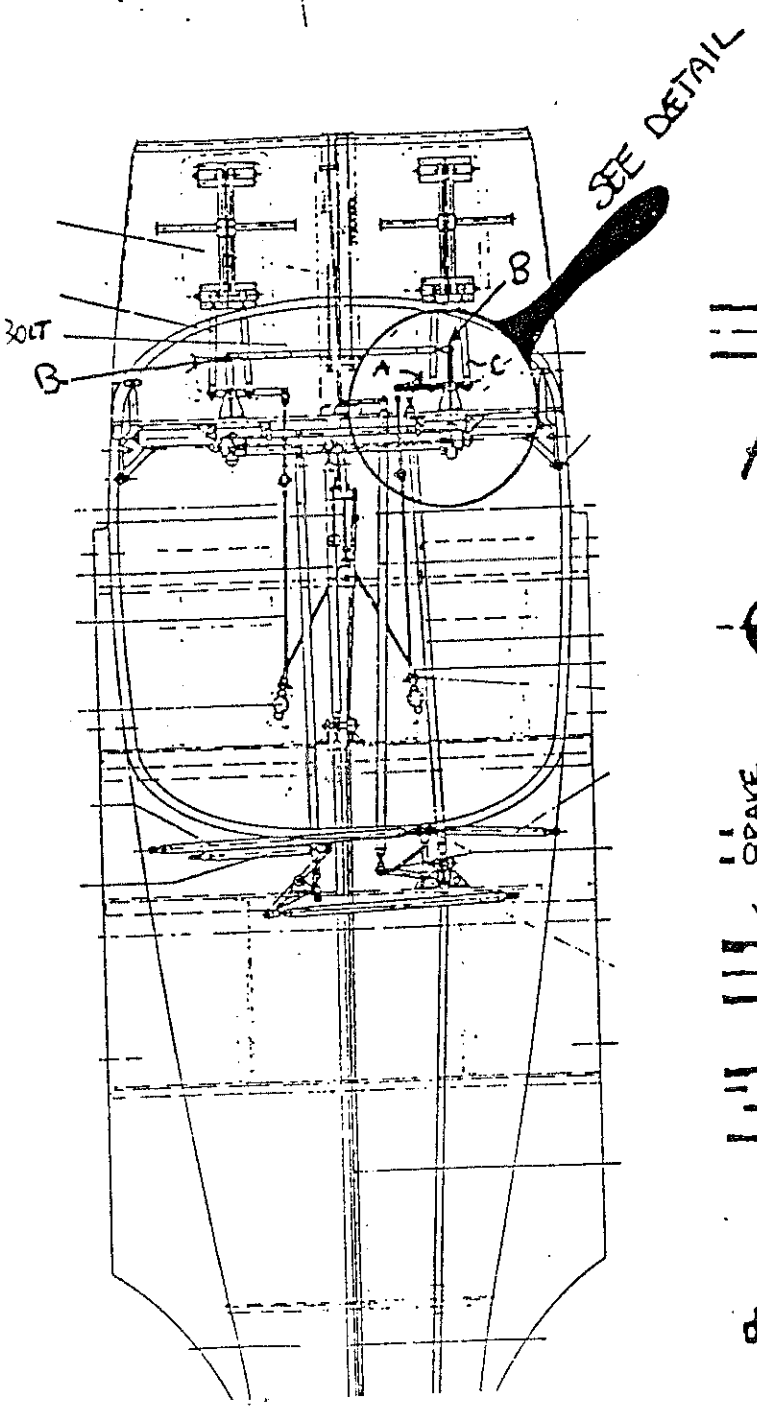
2. Grob will be informed and requested to advise about the method of inspection and future actions.

3. LBA will be informed.

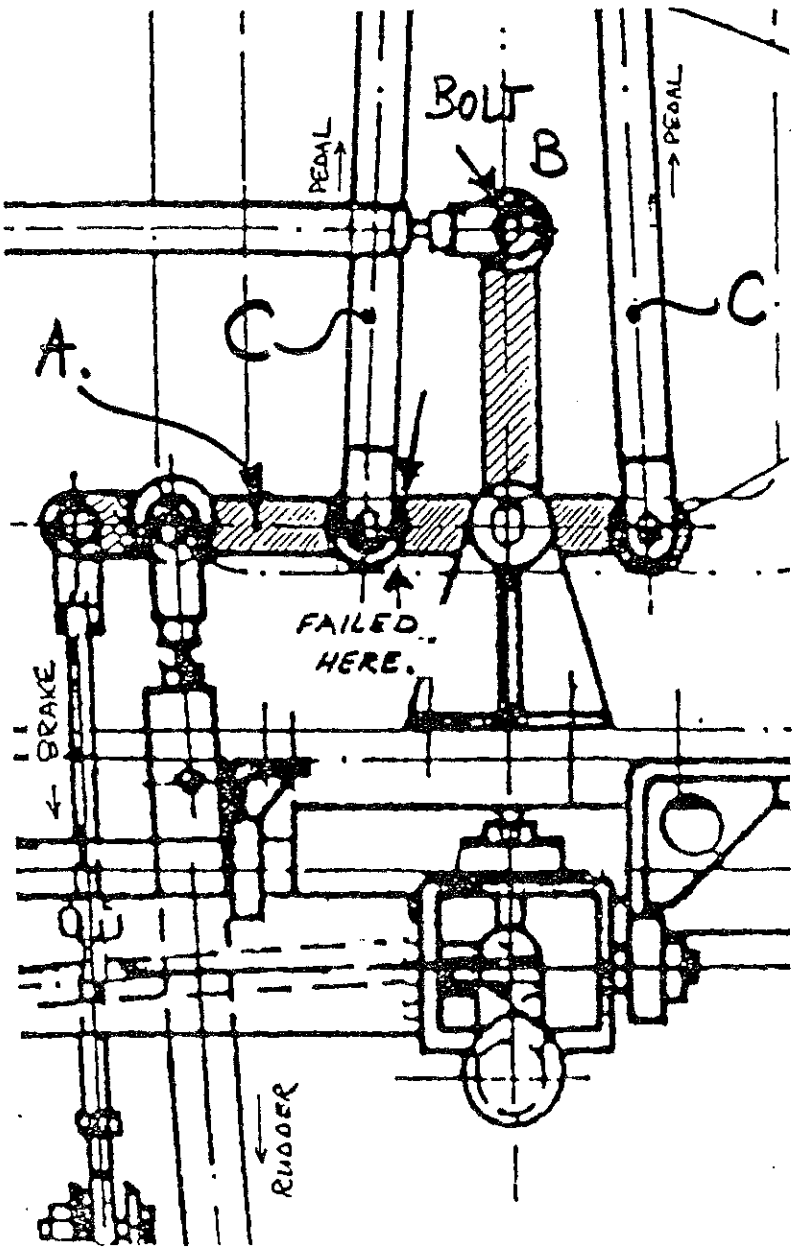
4. The failed parts will be sent to Grob (via the a/c owner).

SUBJECT : GDOB G109 - RUDDER BELLCRANCK (A) FAILURE

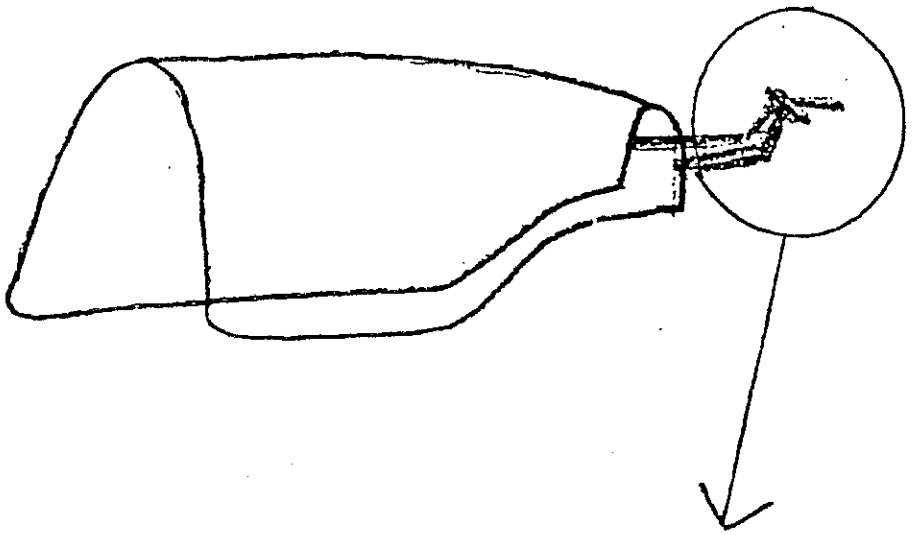
PH-789
S/N 6038
3485 HRS

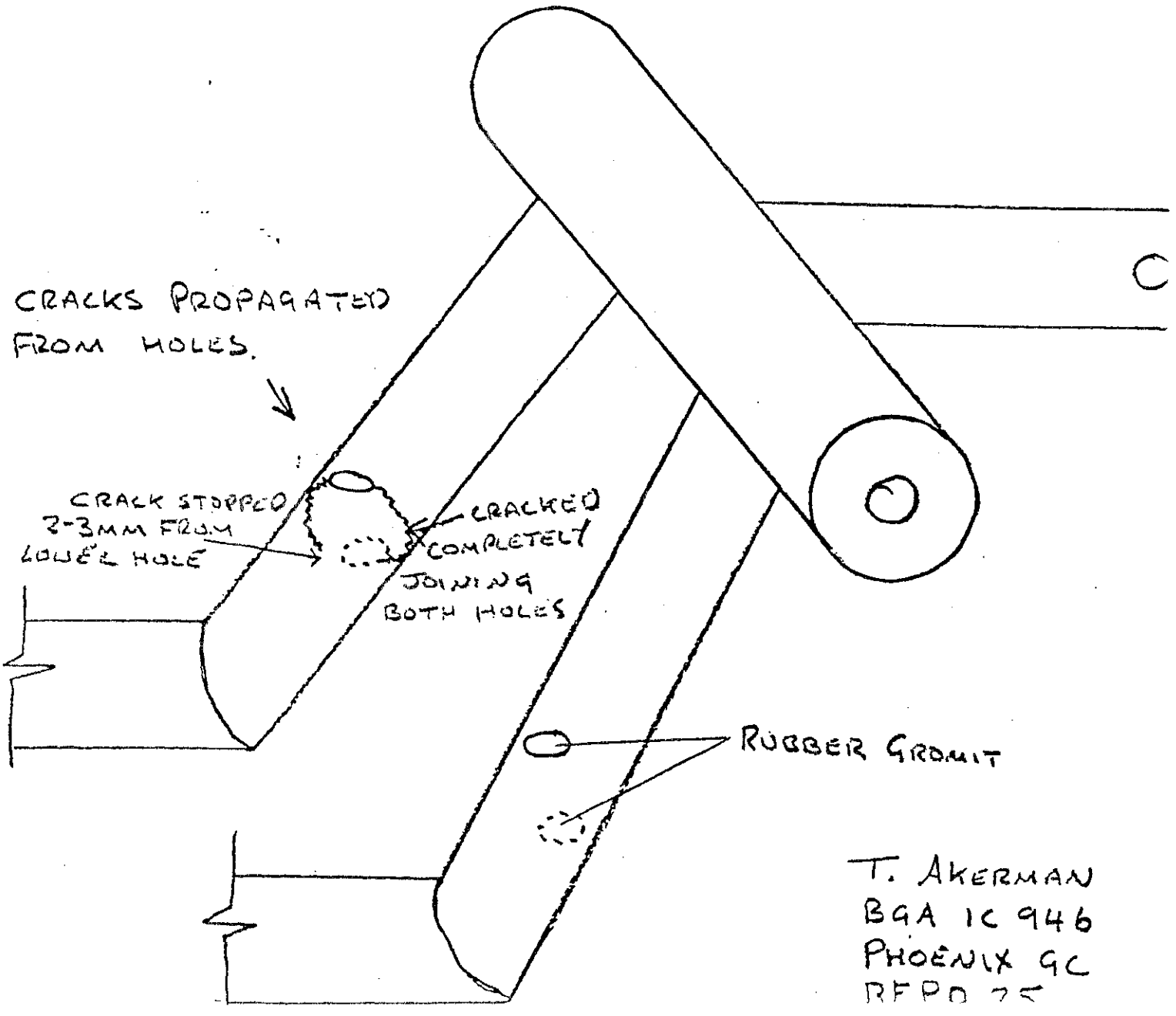


DETAIL



K21 REAR CANOPY





T. AKERMAN
BGA IC 946
PHOENIX GC
RFPD 75

A REMINDER IN TNS 7/8/92.

REF 11

21

BRITISH GLIDING ASSOCIATION

Artillery Mansions,
75, Victoria Street,
LONDON, S.W.1.

ELECTRICAL BONDING OF GLIDERS

(1966)

Quite apart from the recent sad accident, in which a pilot lost his life after his machine had been struck by lightning whilst flying in a Cu-Nimb, there have been several incidents over the last few years in which pilots have suffered quite severe electric shocks. These have been due to minor strikes or to different electostatic potentials building-up in the control circuits.

As a consequence, the Technical Committee has decided that as from some convenient date in the near future, the following measures will be taken:-

(1) Existing gliders in the cloud-flying category shall be fitted with a simple form of bonding at the next C. of A. renewal after the stated date. If they are not so equipped, cloud-flying will be delayed from the C. of A.

(11) New gliders will be equipped with similar bonding.

(111) The Design Requirements sub-committee will consider what new requirements, if any, should be proposed to A.R.B. for incorporation in British Civil Airworthiness Requirements, Section E.

The "simple form of bonding" mentioned above will consist of pro-electrical connections between all the control circuits where this is not already inherent in the construction of the machine. The connect-ions will be in the vicinity of the cockpit. It is expected that the installation will be very light and inexpensive.

This system is only intended to protect the pilot against electric shocks by equalizing potentials at the cockpit end of the control circuits. It does not afford much protection against the effects of major discharges in the vicinity of the glider, so the warnings about flight in the presence of atmospheric electricity, recently circulated by the B.G.A. continue to apply. If owners wish to fit more comprehensive bonding, the B.G.A. Technical Committee will be happy to give advice.

Details of the installations for gliders in general use in the U.K. are being prepared and will be circulated to owners in the near future, together with the initial date of incorporation. The Technical Committee will be able to advise owners of less common types of glider on how to carry out the installation.

At this state, there is no need for owners to take any further action, but they are invited to get in touch with the Chief Technical Officer of the B.G.A. if they foresee any particular difficulties.

It is hoped that owners will appreciate that the object of the Technical Commiteee in requiring this installation is to provide a reasonable level of protection at a low cost, without indulging in the expensive modifications entailed in providing full bonding.

F.G. Irving,
Chairman: B.G.A. Technical
Committee.

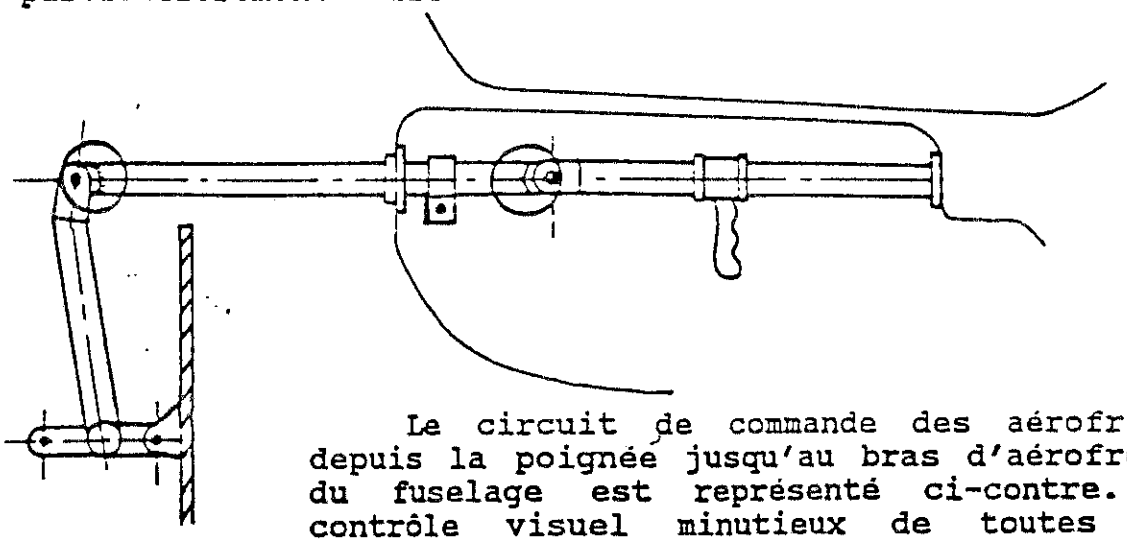
APPLICABILITE : PLANEURS PEGASE TOUS NUMEROS DE SERIE

OBJET : CONTROLE DE LA COMMANDE D'AEROFREINS DANS LE FUSELAGE

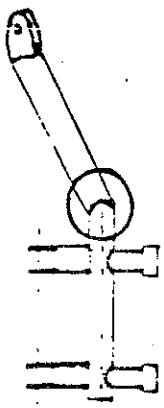
DELAI : LORS DE LA PROCHAINE VISITE DE PETIT ENTRETIEN

Le paragraphe VI de la section 5 du manuel d'entretien définit les procédures d'inspection des timoneries de commande de vol. Il précise entre autre qu'un examen de l'ensemble des commandes doit être effectué lors de chaque visite annuelle.

Nous tenons à attirer l'attention des utilisateurs sur l'importance de ces inspections et notamment sur la chaîne de commande des aérofreins dans le fuselage laquelle est particulièrement sollicitée.



Le circuit de commande des aérofreins depuis la poignée jusqu'au bras d'aérofreins du fuselage est représenté ci-contre. Un contrôle visuel minutieux de toutes les parties soudées et en particulier des parties encerclées doit être effectué, si besoin, à l'aide d'un miroir et d'une lampe et après nettoyage, afin d'y déceler un éventuel début de crique.



Une telle inspection n'ayant, semble-t-il, pas été systématiquement effectuée lors des visites périodiques, nous recommandons :

- d'effectuer le contrôle décrit ci-dessus sur chaque planeur lors de la prochaine visite de petit entretien.

- de prendre contact avec S.N. CENTRAIR en cas de constatation de crique.

Approuvé
BV
le 19 JUIN 1992

STE NOUVELLE CENTRAIR

Tél : 54.37.07.96
Telefax : 54.37.48.64
Telex : 750 272

Classification
RECOMMANDE ☒
POUR INFORMATION ☐
IMPERATIF ☐

APPLICABILITE : PLANEURS MARIANNE TOUS NUMEROS DE SERIE

OBJET : FIXATION DES MASSES D'EQUILIBRAGE SUR AILERONS

Lors d'une visite d'entretien effectuée sur un planeur Marianne, il a été constaté la mauvaise fixation d'une masse d'équilibrage d'aileron. Suite à cette constatation, il est demandé :

a) Avant tout nouveau vol de :
1) **Si le planeur est démonté :**
Faire osciller de façon rapide chaque aileron, en le tenant par le bord de fuite dans l'alignement de la bielle de commande.
Si un bruit suspect est entendu avec l'un ou l'autre des ailerons, effectuer les opérations décrites en b).

2) **Si le planeur est monté :**
Par la trappe de branchement des gouvernes située à l'extrados du fuselage, déconnecter les 2 rotules de commande d'ailerons.
Procéder comme décrit en 1).
Après contrôle, penser à reconnecter les 2 rotules de commande d'ailerons.

b) Lors de la prochaine visite annuelle d'entretien de :
Démonter l'aileron de chaque aile.
Vérifier le bon serrage des vis qui assurent la fixation correcte des masses d'équilibrage en plomb.
Si certaines vis ne sont pas correctement serrées ou si ces vis sont en laiton :
Remplacer chaque vis par une vis acier F/90 M4 x 16 (disponible à S.N. CENTRAIR sous la référence 400047).
Appliquer à chaque vis du "freinfilet normal" (Loctite 243 par exemple), après s'être assuré du dégraissage correct des vis et des inserts taraudés des ailerons.
Remonter les ailerons.

Note : Signaler à S.N. CENTRAIR toute anomalie constatée

STE NOUVELLE CENTRAIR

Tél : 54.37.07.96
Telefax : 54.37.48.64
Telex : 750 272

Approuvé D.G.A.C.

le 26/02/1992

Classification
RECOMMANDE ☐
POUR INFORMATION ☐
IMPERATIF ☒

No: 7/92 Ref: EW/G92/05/12 Category: 1c

Aircraft Type and Registration:	Jodel D140B, G-OBAN (TWG).
No & Type of Engines:	1 Lycoming O-360-A2A piston engine
Year of Manufacture:	1963
Date & Time (UTC):	10 May 1992 at 1615 hrs
Location:	North Connel Airfield, Oban, Argyll
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 3
Injuries:	Crew - None Passengers - None
Nature of Damage:	Undercarriage collapsed causing further damage to propeller and underside of right wing and flap
Commander's Licence:	Private Pilot's Licence with IMC and Night ratings
Commander's Age:	40 years
Commander's Flying Experience:	512 hours (of which 21 were on type) Last 90 days - 15 hours Last 28 days - 6 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

After a 20 minute flight in the local area where the weather was fine the pilot assessed the wind from the wind sock as 300-310° at 10 kt maximum. This was very similar to the wind at take-off but less than the 1200 hrs AIRMET forecast of 270°/15 kt. He flew a right-hand circuit to land on tarmac runway 02 and touched down about 200 metres from the threshold leaving some 900 metres within which to stop. During the rollout at a speed of about 20 kt the aircraft started to weathercock into wind. The pilot applied too much corrective rudder/brake and the aircraft swung to the right. This was followed by a further overcorrection to the left whereupon the the aircraft ground looped, the main landing gears collapsed at low speed and it skidded sideways for about 10 metres. The aircraft came to rest upright with no injuries to any of the occupants who vacated it normally within 35 seconds. Fuel was spilled on the runway when the front fuel drain cock was pushed up by the folded landing gear but there was no fire.

Commendably the pilot attributed the accident to his lack of experience on tail wheel aircraft.

No: 7/92 Ref: EW/G92/05/20 Category: 1c

Aircraft Type and Registration:	Fournier RF4D motorglider, G-AVKD	
No & Type of Engines:	1 Volkswagen Rectimo 4AR-1200 piston engine	
Year of Manufacture:	1967	
Date & Time (UTC):	24 May 1992 at 1030 hrs	
Location:	White Waltham Airfield, Maidenhead, Berkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to propeller tips and landing gear door Shock load damage to engine.	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	74 years	
Commander's Flying Experience:	1,531 hours (of which 408 were on type) Last 90 days - 8 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

On this aircraft the landing gear consists of a single retractable wheel on the fuselage centre-line, a fixed tailwheel and outrigger wheels on fixed legs under the wings. The accident occurred when the aircraft was landing at White Waltham after a short cross-country flight from Lasham, where it is normally based. During the pre-landing checks the pilot lowered the retractable main wheel and believed that it was fully down and locked. The pilot states that on final approach he noted the threshold area of runway 03 as appearing rather bumpy and thus landed farther along the runway. Just after touch-down on the undulating grass surface, the landing gear lever suddenly jerked back and the landing gear collapsed, allowing the propeller tips to strike the ground.

When the aircraft was subsequently recovered it was noted that the landing gear mechanism appeared to be intact and undamaged. It is planned, however, that a full dismantling and examination of the landing gear will take place.

No: 7/92 Ref: EW/G92/05/11 Category: 1c

Aircraft Type and Registration:	Scheibe SF25B Falke, G-BFPA
No & Type of Engines:	1 Stark-Stamo MS 1500 piston engine
Year of Manufacture:	1971
Date & Time (UTC):	9 May 1992 at 1540 hrs
Location:	Cold Kirby airstrip, Yorkshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Propeller broken, and substantial damage to forward fuselage and wings
Commander's Licence:	Private Pilot's Licence
Commander's Age:	47 years
Commander's Flying Experience:	295 hours (of which 260 were on type) Last 90 days - 2 hours Last 28 days - 15 minutes
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot reports that he made a normal approach and landing in fine weather on a grass strip with which he was familiar. Shortly after touch down he noticed that a fine mesh electrical sheepnet had been laid across the runway and so he decided to go around. He selected the carburettor heat to COLD and simultaneously opened the throttle, however, the engine spluttered and did not immediately produce full power. The aircraft failed to become fully airborne before crashing into a wire fence and dry stone wall at the end of the strip. The pilot, who had been restrained by a full harness, was uninjured and vacated the aircraft via the normal exit.

The grass strip is aligned east to west and is 430 yards in length. The surface wind was variable in direction at five knots or less. In his concise and frank accident report, the pilot states that he considers that his late decision to go around and possibly his too rapid opening of the throttle thus causing a rich cut, may have contributed to the failure of the aircraft to become airborne again in the distance available.

No: 7/92 Ref: EW/G92/05/11 Category: 1c 14/7/92

Aircraft Type and Registration:	Scheibe SF25B Falke, G-BFPA	
No & Type of Engines:	1 Stark-Stamo MS 1500 piston engine	
Year of Manufacture:	1971	
Date & Time (UTC):	9 May 1992 at 1540 hrs	
Location:	Cold Kirby airstrip, Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller broken, and substantial damage to forward fuselage and wings	
Commander's Licence:	Private Pilot's Licence	
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CAA TONY WOOL

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

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

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

1 AIRCRAFT DETAILS

1.1 Registration: _____ Type: (In Full) Serial No: _____

1.2 C of A Category: Private

1.3 Engine Type(s): (In full) Propeller Type(s): (In full).

REPORT

2.1 Total hours flown to the nearest hour either since manufacture or initial issue of UK C of A*: Hours at Previous C. of A Renewal +

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 _____ hr

2.3 Aircraft tested to Airworthiness Flight Test Schedule No: _____ Issue No: BCAR F/267 Date of satisfactory Flight Test: _____

2.4 Radio equipment installed is in accordance with Form AC 968A: (Date of)

2.5 Flight Manual/Pilots Operating Handbook/Owners Manual* is in accordance ~~with Appendix to the AD 200 dated:~~ latest amendment.

2.6 Date of current Weight & Centre of Gravity Schedule/Loading and Distribution Schedule* if reweighed enclose copy

2.7 Date of last weighing: if reweighed enclose copy.

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: Current issue last have been complied with.

2.10 I confirm that compliance with the following, as appropriate, is recorded in the aircraft records: (Do you have a copy?)

(a) FAA Airworthiness Directives, Small Aircraft and Rotorcraft (Book 2) at Bi-weekly Listing No: N/A

(b) CAA Mandatory Modifications and Inspections Summary, Contents and checklist of pages at Issue BCA dated 1992 + dated (latest

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

(d) CAA Additional Airworthiness Directives, Contents and checklist of pages at Issue list dated TASS (7/92)

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 significant repairs revealed during this inspection and carried out since last C of A renewal have been assessed and are adequately recorded in the appropriate Log Books.

3 CERTIFICATION

3.1 STAR INSPECTION†
completed on: (This date must not be
Certified by: less than 14 days from
Category Name this date
AMEL No.
So dont delay
despatch to BCA

3.2 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: _____ be renewed for a period of 36 months, in the Private/Aerial work/Transport* Category.

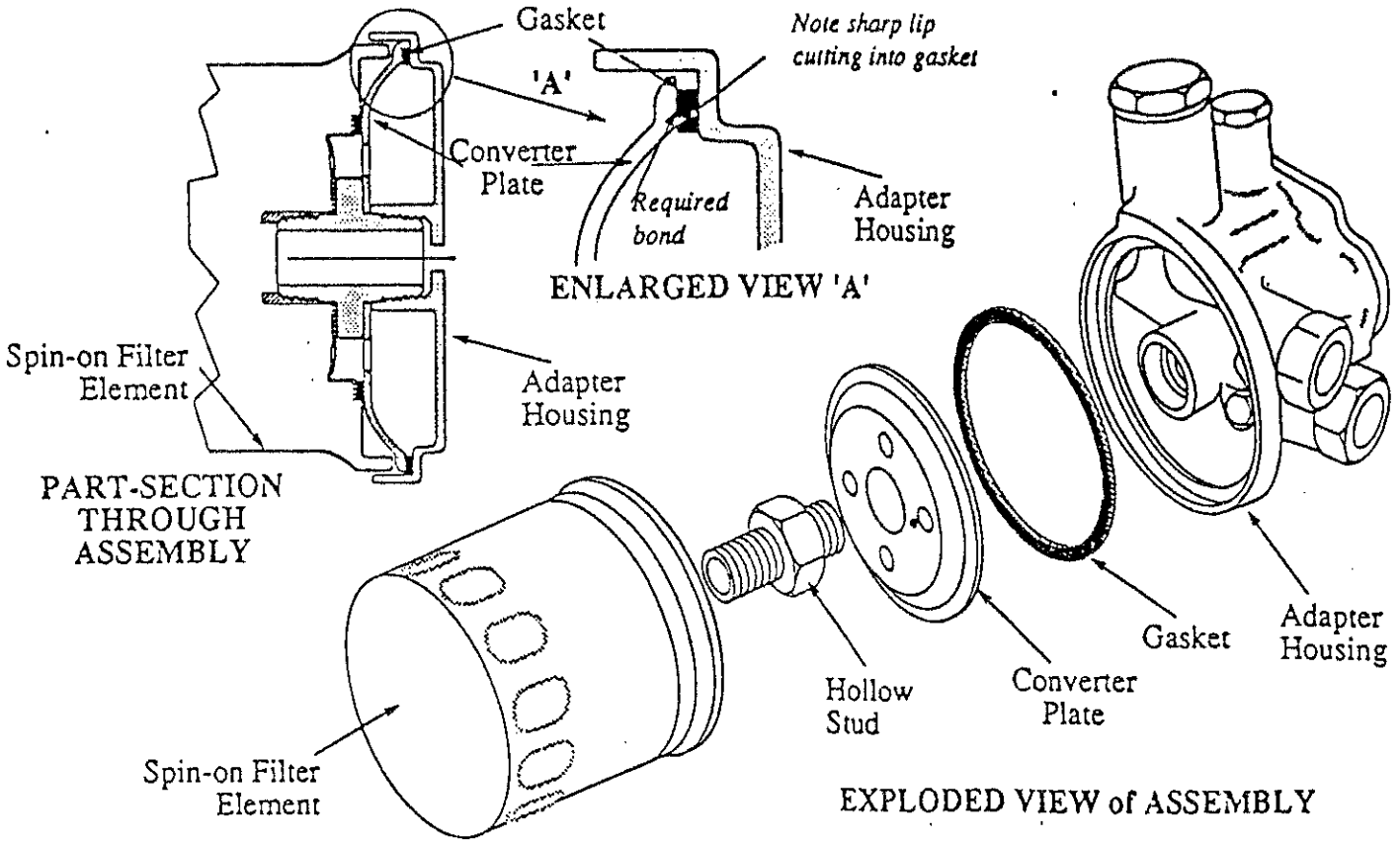
Signed: _____ Name: _____
Organisation: _____
Approval Ref. No.: _____ Date: _____

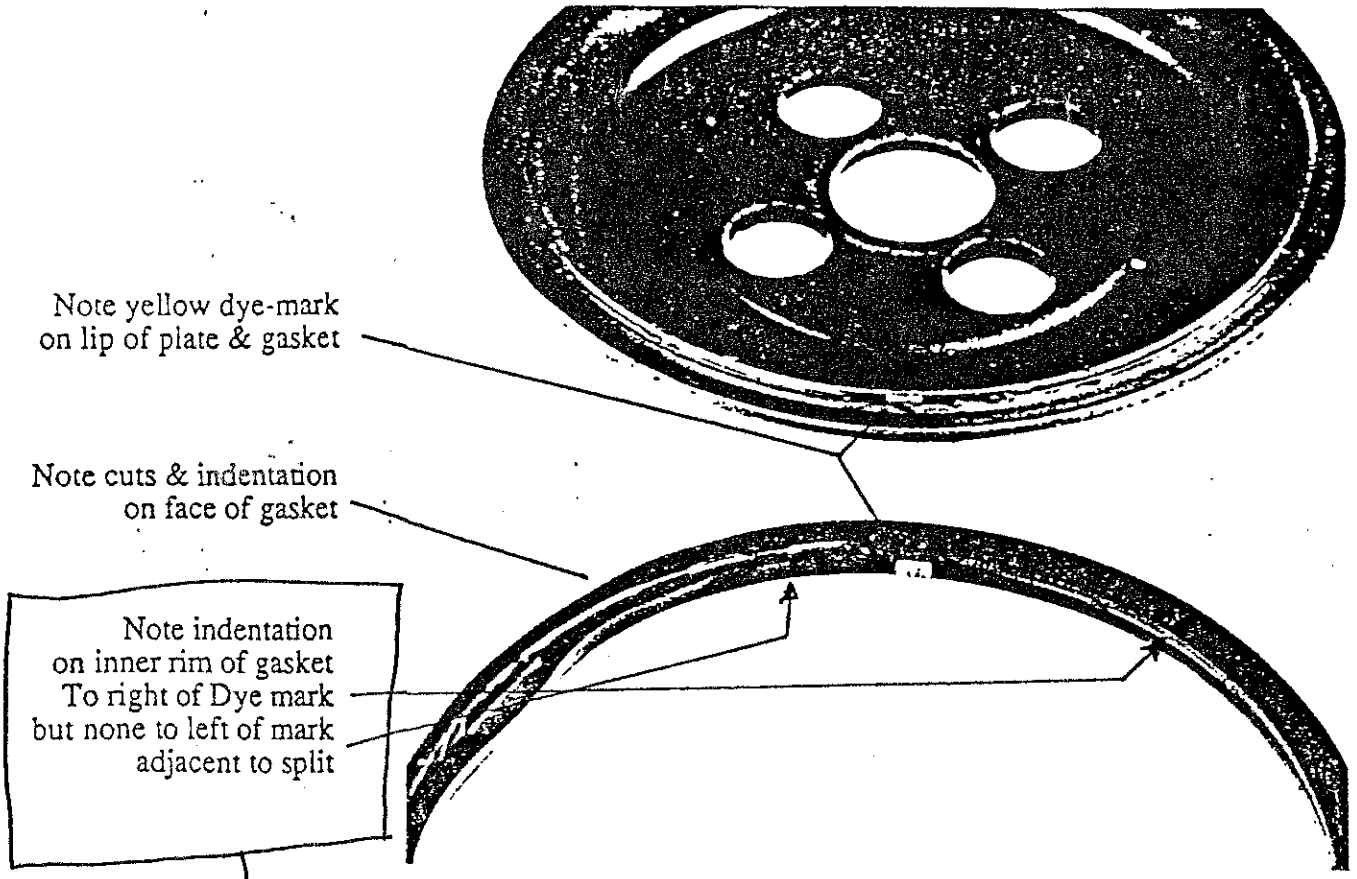
The following documents are attached for CAA records: Flight Test Schedule/Appendix to the AD 200/Weight and Centre of Gravity Schedule Loading and Distribution Schedule AC 968A*

AD 202L
190791

†To be in addition to and coincidental with the annual check (CAAIP Leaflet 1–5)

*Delete as appropriate





OIL FILTER

CONVERTER PLATE & GASKET

27

SPLIT Gasket

AGA TNS
7/8/92

7L6/30/24

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Mr B. Rolfe
General Secretary
British Gliding Association
Kimberley House, Vaughan Way
Leicester LE1 4SE

30 June 1992

Dear Mr Rolfe

REGISTRATION OF GLIDERS

I recently attended an international meeting at which various matters concerning aircraft registration were discussed. One point raised by the German Delegation related to gliders and I should welcome your views on this matter.

The Germans register gliders in the same way as other aircraft and the fact that we in the UK do not do this is causing them some difficulties. The Convention on International Civil Aviation states that an aircraft cannot be validly registered in more than one State. The CAA's Aircraft Registration Section therefore requires either proof of de-registration from the foreign Register or requests confirmation by telex from the foreign Registry before it will register an aircraft imported from abroad. We obviously rarely register gliders but, if we do so, we would follow this procedure.

The Germans are of the opinion that up to 100 gliders currently in the UK may still be on the German Register because there is no requirement by BGA to show proof of de-registration from Germany. It is arguable that the former German owners should have requested de-registration when they sold the gliders but the international obligation does leave us with some difficulty. *

Is there any way that you could insist on a certificate of de-registration being produced before you register a glider that has been imported and particularly when it comes from Germany?

If you could let me have your views I will then contact the Luftfahrt-Bundesamt.

Yours sincerely

Tony Doyle

A. Doyle
Manager

* owners should contact Vendors & them to De-Register.

AIRCRAFT NATIONALITY AND REGISTRATION MARKS – SPECIFICATIONS.

The Air Navigation Order 1989 Schedule 1 details the specifications of the lettering to be used for the display of aircraft nationality and registration marks. This lettering is required to conform to the English alphabet and is defined in the international standard ICAO Annex 7 as capital letters in Roman characters (as distinct from eg. Cyrillic or Arabic characters). Examples of lettering styles accepted as meeting the requirements of the Order are given below:

Upright lettering:

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Lettering with a slope of not more than thirty degrees:

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

The lettering is required to be without ornamentation.

Where the aircraft has small vertical surfaces which preclude the use of the standard size or format of side markings, where normally the nationality mark, the hyphen and the four registration letters are displayed in a single line, the marks may be displayed in two lines:

G–A
B C D

If a particular difficulty arises in locating the marks, or there is doubt about the acceptability in terms particularly of size or colour, then the CAA local area office (Aircraft Maintenance Standards Department) should be contacted for advice.

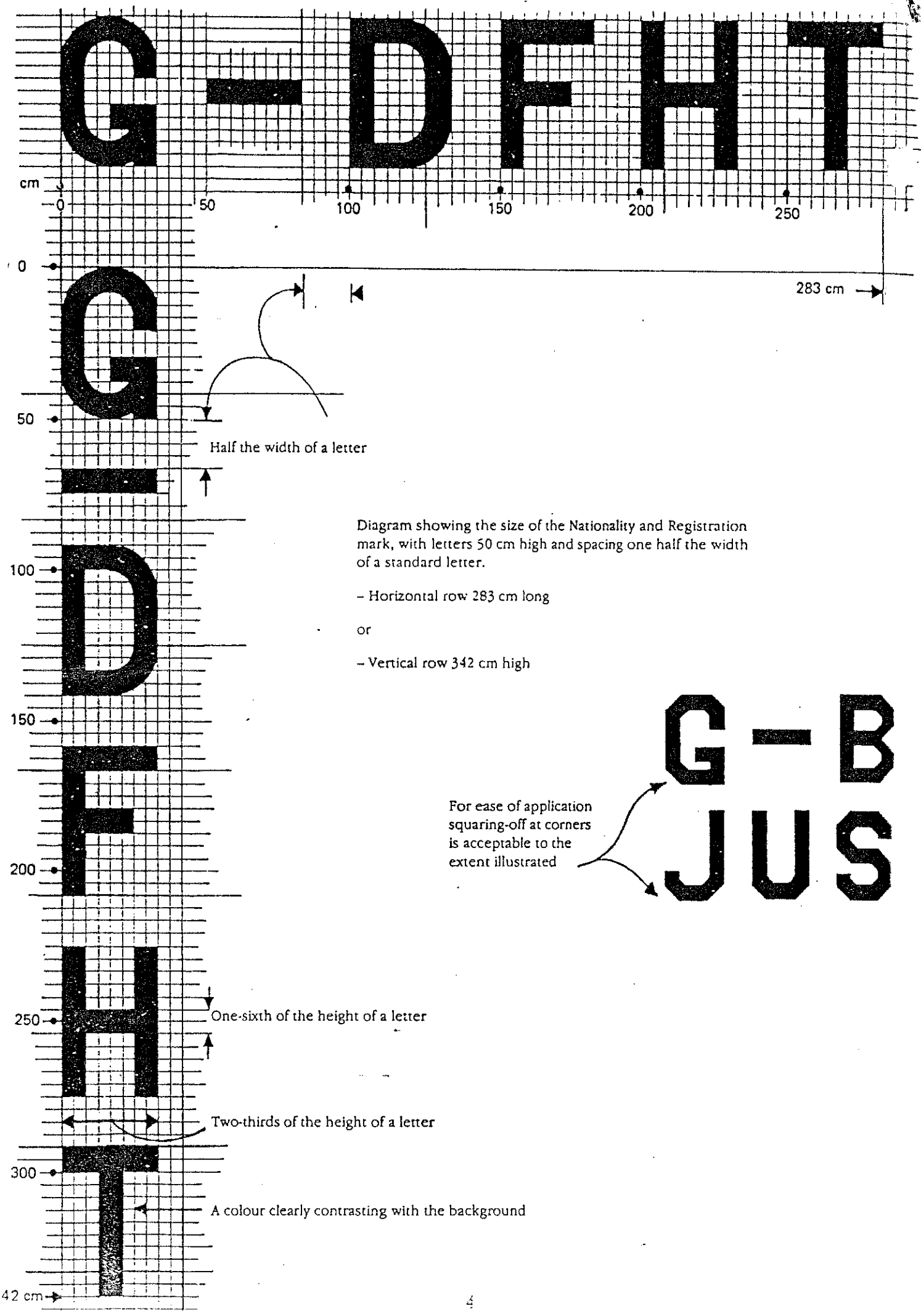

Diagram showing the size of the Nationality and Registration mark, with letters 50 cm high and spacing one half the width of a standard letter.

– Horizontal row 283 cm long

or

– Vertical row 342 cm high

For ease of application squaring-off at corners is acceptable to the extent illustrated