BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET 11/12/95

PART 1 Airworthiness "AGGRO"

This is the last TNS of 1995 and unless you have renewed your inspection approval (due October 1995 - £ 17.50 to BGA office) you will probably NEVER RECEIVE ANOTHER COPY!

1.1 K-21 - replacement rudder cable failed (during aerobatics) due to improper application of swaging equipment. If in doubt take advice! (Shenington)

1.2 GROB G109 (SLMG) TM 817-45 (herewith) requires inspection of engine mounting frames for abrasion (LBA A/D 95-362 GROB)

1.3 Planeur Centrair 101, ASW-20F and ASW-20FL

SB 101-16 and 20-18 (herewith in French!) require inspection of secondary control systems for failure as per diagrams.

1.4 K-7 "A" bracket at wing root failed giving partial airbrake deployment. (Also seen on K-13s over many years). Check of incorrect rigging which might induce overloads? (Reported by Dukeries GC).

1.5 LS-18s (15M) flooding in to the UK with temporary certificates from LBA will be issued with BGA Permits-to-Fly pending full certification in Germany. (18M extensions to follow later).

1.6 ROTAX 912 A Series Engines. AD/83 (herewith) draws attention to the possible contamination of carburettors.

1.7 HK-36R "super Dimona". FAA AD (herewith) draws attention to possible CARBON MONOXIDE contamination.

1.8 CARB ICING Accident - Falke SLMG. The enclosed circular from the Senior Regional Examiner SLMGs is self explanatory. Carb hot air systems must be well maintained (LAMS).

1.9 LIMBACH Engines. List of effective Technical Bulletins (available from Soaring Equipment) is published herewith.

1.10 PA-25 (Pawnees) Operators should be aware of FAA AD.95-12-01 concerning "cracked or corroded wing forward spar fuselage attachment assembly". Compliance by July 1996 - details from your (M3) maintenance organisation.

1.11 LS-3 LBA AD/95-410 (herewith) requires replacement of the spring in the flap drive.

PART 2 GENERAL MATTERS

2.1 DG-400s - letter from Glaser Dirks dated September 1995 (herewith) places the time between overhauls (TBO) of the ROTAX ENGINE within the guidelines of CAA Airworthiness Notice No 35 ie "ON CONDITION" (not every six years as at present!)

2.2 BGA Technical Procedure Manual (and CAA Exposition) is at issue 6/94. If you do not have this latest issue please apply to the BGA Office (£ 2.25 include p&p).

2.3 LAMS Schedules (CAP 411 and 412). Registered owners should have received the amendment (herewith) dated September 1995, specific only to aircraft operated for the purpose of "commercial air transport".

2.4 CAA Airworthiness Notices (CAP 454) are now at issue 116 and are available f.o.c. to registered owners of certificated aeroplanes (NOT Permit aeroplanes) from CAA Printing and Publications Services, Greville House, 37 Gratton Road, Cheltenham, Glos. GL50 2BN (01242 235151)

2.5 BGA Inspector Approval - renewals. This is your last chance for inclusion in the 1996 list.

2.6 Club Technical/Safety Officer should be registered with the BGA for receipt of TNS - is your club registered?

HAPPY CHRISTMAS and a FLYABLE NEW YEAR to all our readers!

Dick Stratton
Chief Technical Officer

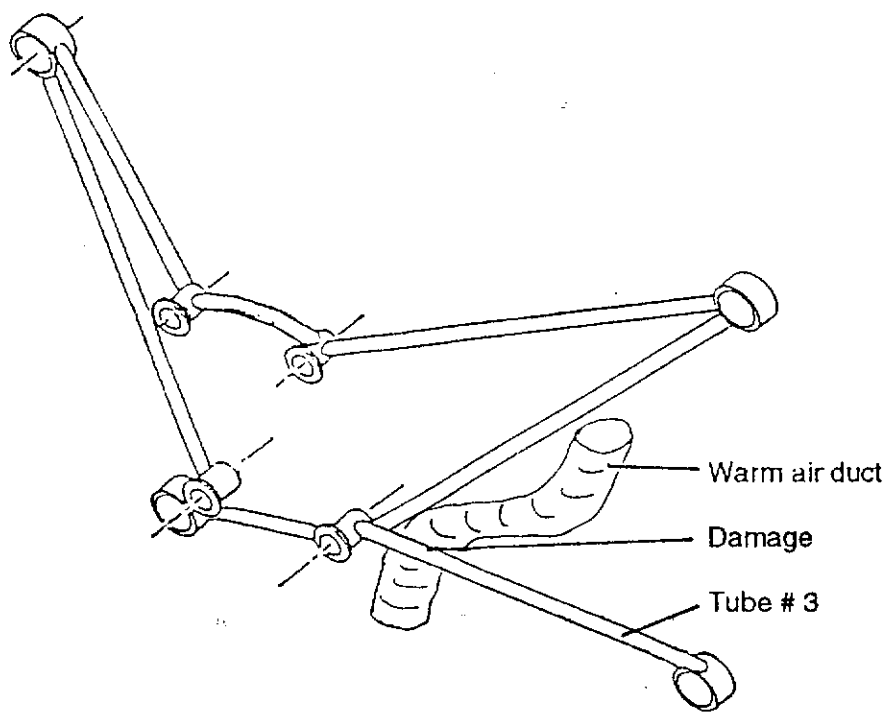
LBA AD 95-362 GROB

Subject: **Inspection of the engine mounting frame for abraded areas**

Concerned: G 109B, all serial numbers

Urgency: not later than 31. December 1995

Procedure: Some isolated cases have been reported to GROB of abraded areas on the engine mounting frame. The abrasion forms notches on tube # 3 of the engine mounting frame. These notches are parallel to the tube and are caused by the steel spiral of the warm air duct running from the heat exchanger to the LH carburetor rubbing on the mounting frame (see sketch).
In the cases which have come to our notice, the abrasion has arisen on privately maintained aircraft on which an excessively long warm air duct was installed.



Action:

1. Inspect tube # 3 of the engine mounting frame for abrasion.
2. If abrasion is not detected, no further action is necessary.
3. If abrasion is detected, proceed as follows:

(a) If the abrasion is of a minor nature (paint scratched off), remove any corrosion from the area and remove dust. Degrease the tube and apply a protective anti-corrosion coat. Shorten the warm air duct or replace it, if damaged.

(b) If the abrasion is more severe (up to a depth of 0.7 mm), provisionally protect the engine mounting frame as described in para. 3. (a) and perform final repairs in accordance with para. 4 not later than 31.12.1995.

(c) If the abrasion is deeper than 0.7 mm, repair the engine mounting frame immediately in accordance with para. 4.

4. Repair of engine mounting frame

   Because the repair must be performed in a welding jig, the engine mounting frame can only be repaired by GROB. Return the degreased mounting frame to GROB together with the attached form.

5. In addition, inspect all tubes of the engine mounting frame which may be subject to abrasion and protect where necessary with rubber tubes which have been cut open. Attach the rubber tubes to the mounting frame using Ty-raps.

Weight and Balance: Negligible

Notes:

1. The correct implementation of this Service Bulletin must be recorded in the aircraft log book by an authorized inspector.

2. If you have sold your aircraft in the meantime, would you kindly pass this Service Bulletin on to the new owner and forward his name and address and the aircraft S/N to us.

LBA approved:
This Service Bulletin is originally written in German and approved by the German LBA on the 15 Sept. 1995 and is signed by Mr. A. Skov.
The translation has been accomplished to the best of our knowledge und judgement.

Dipl.Ing. Jürgen R. Altmann

Manager
Airworthiness/Certification

TNS 11/12/95

Société Nouvelle Centrair

BULLETIN DE SERVICE
N° 20-18 Révision 1

PLANEURS CENTRAIR ASW20F et ASW20FL

OBJET : COMMANDE D'AEROFREINS DANS FUSELAGE.

VALIDITÉ : Planeurs ASW20F et ASW20FL tous numéros de série.

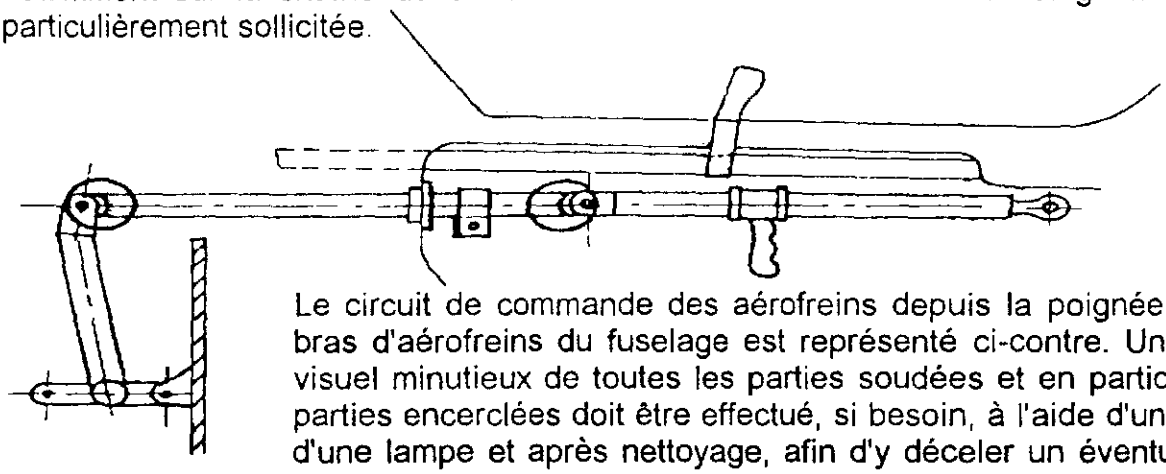
BUT : Détecter des éventuelles criques au niveau du circuit de commande d'aérofreins dans le fuselage.

APPLICATION : Lors de chaque Visite Annuelle ou Grande Visite.

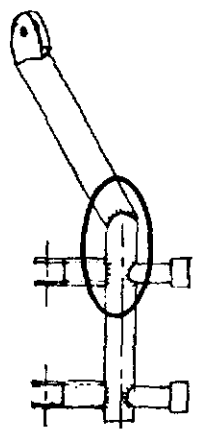
DESCRIPTION :

Le paragraphe VI de la section II 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 ou grande visite.

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-dessous sur chaque planeur lors de la prochaine visite de petit entretien.

Cette inspection doit être systématiquement effectuée lors de chaque visite annuelle et de chaque grande visite.

En cas de constatation de crique, prendre contact avec S.N. CENTRAIR pour l'informer du défaut constaté. Une réparation du planeur doit alors être réalisée avant tout nouveau vol.

Société Nouvelle CENTRAIR
Aérodrome - 36300 LE BLANC
FRANCE
Tél : 54.37.07.96 - Fax : 54.37.48.64

Approbation

13.10.95

Groupement pour la Sécurité de l'Aviation Civile

Classification

- ■ Impératif
- ☐ Recommandé
- ☐ Pour information

TNS 11/12/95

Société Nouvelle Centrair

BULLETIN DE SERVICE
N° 101-16 Révision 1

PLANEURS CENTRAIR
101 tous types

OBJET : COMMANDE D'AEROFREINS DANS FUSELAGE.

VALIDITÉ : Planeurs Pégase tous numéros de série.

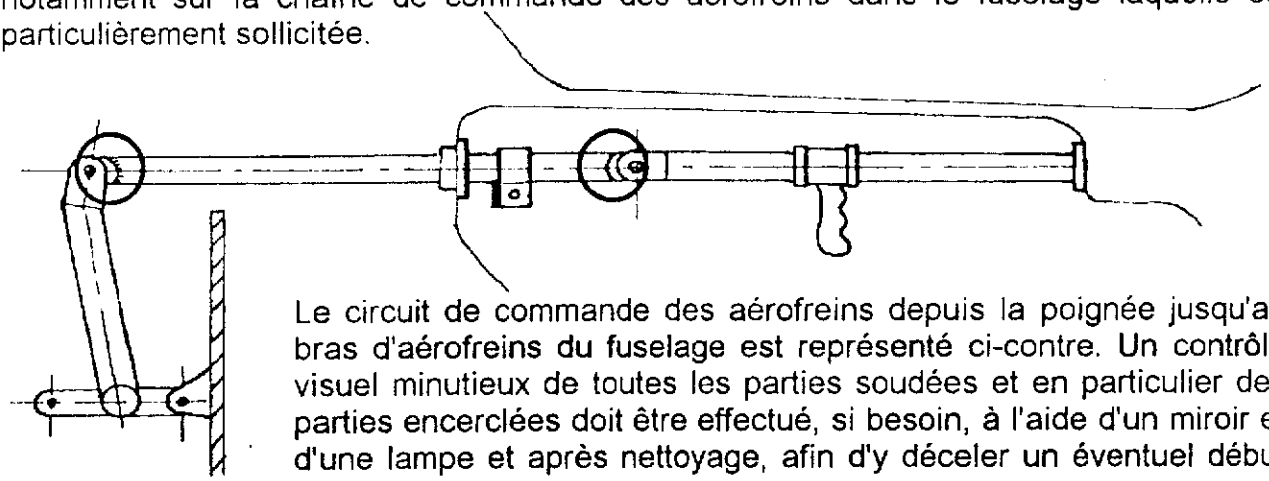
BUT : Détecter des éventuelles criques au niveau du circuit de commande d'aérofreins dans le fuselage.

APPLICATION : Lors de chaque Visite Annuelle ou Grande Visite.

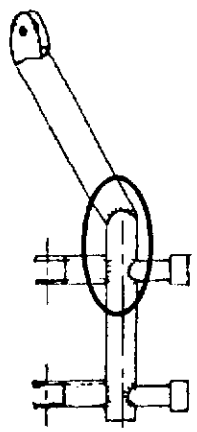
DESCRIPTION :

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 ou grande visite.

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.



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Cette inspection doit être systématiquement effectuée lors de chaque visite annuelle et de chaque grande visite.

En cas de constatation de crique, prendre contact avec S.N. CENTRAIR pour l'informer du défaut constaté. Une réparation du planeur doit alors être réalisée avant tout nouveau vol.

Société Nouvelle CENTRAIR
Aérodrome - 36300 LE BLANC
FRANCE
Tél : 54.37.07.96 - Fax : 54.37.48.64

Approbation

13.10.95

DIRECTION GÉNÉRALE DE L'AVIATION CIVILE

Classification

- [x] Impératif
- [ ] Recommandé
- [ ] Pour information

Glaser-Dirks
FLUGZEUGBAU GMBH

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(Stadtteil Untergrombach)
Telefon 07257 89-0 Zentrale + Geschäftsleitung
Telefon 07257 8910 Flugzeugverkauf + Rep.-Annahi
Telefon 07257 8911 Ersatzteil- und Materialverkauf
Telefax 07257 8922

DI/RS Sept. 19,95

Dear DG-400 owner!

1. We like to send you the latest Technical Note No. 826/30 giving information about some facilitations for the necessary service work of your DG-400.

   Concerning the national requirements for the 6-years overhaul period, we like to inform you that some authorities (FAA, CAA) see the Rotax data only as a recommendation which is not mandatory as long as there is no commercial use of the aircraft. Please ask your authorities.

   In addition we enclose new cover pages for your manuals with our actual address. Please exchange these pages too.

2. In case that your address or the ownership of your DG-400 changes, please inform us to ensure that you always receive our informations.

We like to wish you a lot of fun with your DG-400.

In case that you or one of your pilot friends is thinking about buying a new glider, please don't hesitate to contact us or to ask the DG-representative in your country for an offer.

With best regards,

GLASER-DIRKS FLUGZEUGBAU GMBH

Dipl.-Ing. W. Dirks

encs.

Glaser-Dirks Flugzeugbau GmbH
Postfach 4120, PLZ D-76626
Tel. 07257/89-0, Fax 8922
Im Schollengarten 19-20
D-76646 Bruchsal-Untergrombach
LBA anerkannter Herstellungsbetrieb 18 25
LBA anerkannter Luftfahrttechnischer Betrieb NA 279

Technical note
No. 826/30

SUBJECT : Manual revision

EFFECTIVITY : DG-400 all serial no's.

ACCOMPLISHMENT : Dec. 31, 1995

REASON :
1. The TBO's recommended by Rotax are different for different engine serial no's. Therefore the TBO data will be taken out of the DG-400 maintenance manual.
2. The life times of 3 and 5 years for the exchange of the fuel lines don't match. As the critical lines near the engine have to be exchanged every 3 years an extension of the period for the other hoses from 5 to 6 years is acceptable.

INSTRUCTIONS :
1. Exchange the following pages of the maintenance manual against the new pages dated July 1995
0.2, 1, 3, 34a
2. When exchanging the hoses after 6 years, it is important that the hose from tank to drain valve is located so, that it does not lie directly on the fuselage shell. Otherwise ist may swell if fuel remains in that area after a leakage.

MATERIAL : manual pages see above

WEIGHT AND BALANCE : ./.

REMARKS :
1. Overhaul periods of the engine are according to the Rotax engine manuals or to national requirements.
2. Instructions may be executed by the owner himself.

Bruchsal 4, July 19,95

Author: Wilhelm

LBA - approved:
The German original of this TN has been approved by the LBA under the date of 30. Aug. 1995 and is signed by Mr. Fendt. The translation into English has been done by best knowledge and jugdement.

Type certification inspector:
Andreas Rau

LIMBACH Flugmotoren

List of Effective Technical Bulletins

TB-No.	Subject	L 1700	L 2000	L 2400
5	Alternator Ducati - Ducellier	EA only		
8.1	Float Needle Valve	all	all	all
9.6	Extension of TBO	all	all	all
11.3	Ground Contact	all	all	all
12	Carburetor (porous and cracky diaphragm)	all		
13.3	Cylinderhead (worn valve seatings)	all	all	all
14	Crankcase (cracks due to propeller inst.)	EA only		
15	Magneto Slick (cracked ignition coil)	all	all	
17	Engine Designation Change	all	all	all
18	Magneto (increase lubrication cup)	except EA	except EA	
20.2	Magneto Slick (250 h inspection)	all	all	all
23	New Bosch Alternators	except EA	except EA	
25	Accessory Case	except EA	except EA	
26.2	Cylinderhead Stud Bolts (new - old)		except DA	
27	Dip Stick Oil Level Markings	all	all	all
28	Engine Overheat (corrective measures)	all	all	all
29	Replacement Engine Installation G 109 A		EB1.AA only	
30	New Crankshaft Hardening Procedure		all	all
31.1	Accessory Case Mounting Bolts		DA only	
32	Engine Mount Bolts	except EA	except EA	all
34.1	Starter Gear Ring			EB1.AD only
37	Engine Type Designation - Stemme S 10			TPF only
39.1	New Starter		EA only	
40	Unleaded Fuel	all	all	all
41	New Spark Plug	all	except DA	all
42.1	Cylinderhead Modofications	all	all	
44	Too High Engine Temperatures	all	all	all
45	Carburettor - new metering needle		except EB	
46	Cylinder head - new aluminium alloy		DA only	all
47	Sticking intake valves			EB1.AD only
48	Engine oils	all	all	all
49	Push rods	all	all	all
50	Fuel hoses	all	all	all

Any Technical Bullletin not listed has been rejected or has become ineffective by type certificate data sheet amendment.

PART NO:

REF:

QUANTITY:

SOARING EQUIPMENT LTD
193 RUSSELL RD, BIRMINGHAM B13 8RR
021 449 1121 Fax 021 449 9855

TNS 11/12/95

BW 95-20

HOAC AUSTRIA
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT & ROTORCRAFT

95-18-13 HOAC AUSTRIA GMBH: Amendment 39-9360; Docket No. 94-CE-36-AD.

Applicability: HK 36R "Super Dimona" gliders (serial numbers 36.302 through 36.323), certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability revision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 10 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent carbon monoxide leakage caused by a corroded exhaust system, which, if not detected and corrected, could lead to passenger injuries, accomplish the following:

(a) Inspect the exhaust system for corrosion in accordance with the Measures section of HOAC Service Bulletin (SB) No. 33, dated July 15, 1993. If corrosion is found, prior to further flight, replace the exhaust system in accordance with the Measures section of HOAC SB No. 33, dated July 15, 1993.

(b) Install a carbon monoxide detector in accordance with the Measures section of HOAC SB No. 33, dated July 15, 1993.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the glider to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) The inspection, replacement, and installation required by this AD shall be done in accordance with HOAC Service Bulletin No. 33, dated July 15, 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from HOAC AUSTRIA GmbH, N.A. Otto Strasse 5, A-2700 Wiener Neustadt, Austria. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(f) This amendment becomes effective on October 26, 1995.

FOR FURTHER INFORMATION CONTACT:
Mr. Herman C. Belderok, Project Officer, Gliders, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

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TNS 11/12/95

Our ref 9/97/CtAw/241

09 October 1995

AUSTRO CONTROL AIRWORTHINESS DIRECTIVE NO 83
ROTAX 912A SERIES ENGINES
POSSIBLE CONTAMINATION OF CARBURETTORS

This letter transmits a copy of the above referenced Airworthiness Directive for your attention.

The provisions of Article 9(7) of the Air Navigation Order (1995) as amended, are such that a Certificate of Airworthiness in respect of an aircraft registered in the United Kingdom will cease to be in force until any modification or inspection, being a modification or inspection required by the CAA is completed.

In accordance with Article 9(7) and Airworthiness Notice No. 36 the modification or inspection required by this Airworthiness Directive is mandatory for applicable aircraft on the UK Register.

IT IS RECOMMENDED THAT YOU FORWARD A COPY OF THIS AIRWORTHINESS DIRECTIVE TO THE ORGANISATION THAT MAINTAINS YOUR AIRCRAFT.

D J V LEWIS
Aircraft Maintenance Approvals

AIRWORTHINESS DIRECTIVE

No. 83

Affected Engines:	Engine Rotax 912 A - Series up to S/N 4,076.244 incl.
Subject:	Possible contamination of carburetors
Reason:	Several carburetors have been found with contamination (dirt, remains of rubber from fuel lines and Loctite, resin-like substance, sediments etc.) in the float chamber. This contamination could possibly cause a partial or complete blockage of the idle or main jet or other ducts vital for operation, leading to poor performance or stoppage of engine.
Action:	See Bombardier Rotax Technical Bulletin No. 912-09 issued August 30, 1995 which becomes herewith part of this AD
Compliance:	Within 10 flighthours * OR IF EXPERIENCING rough engine operation, before next flight
Accomplishement and Logbook entry.	The required action has to be accomplished by an approved service station or by a licensed/qualified person and to be entered in the aircraft/engine log.

* CAA INTERPRETATION

The British Gliding Association Ltd.
Registered No. 422605 England
Registered Office as address

Secretary: Barry Rolfe

Kimberley House, Vaughan Way,
Leicester LE1 4SE
Telephone 0116 2531051
Facsimile 0116 2515939

British Gliding Association

Our Ref: JA/rs

7 November 1995

To: All Club CFI's

ENGINE ICING ON SELF LAUNCHING MOTOR GLIDERS

The use of motor gliders for field landing training has played a major part in reducing the rate of glider field landing accidents. However, many of the types of motor glider currently in use are prone to engine icing, unless handled very carefully. Engine icing was the most likely cause of a recent accident in which a motor glider was seriously damaged. Luckily the instructor and student emerged physically unharmed.

Sound advice on the topic is given in the CAA's General Aviation Safety Sense leaflet no 14A, " Piston Engine Icing". The leaflet stresses that carburettor icing is not restricted to cold weather, and will occur on warm days if the humidity is high, conditions often present in the UK but not always obvious.

It is therefore recommended that for descending and in particular for field landing practice, pilots should consider that icing might occur during all descents, and take the following precautions:

- read CAA Safety Sense leaflet 14A.
- understand the capabilities and limitations of the engines hot air systems on the types of motor gliders flown.
- select hot air "on" about 10 seconds before throttling back for a descent, and leave it full on.
- during the descent, use flight idle plus 200 rpm, to keep some heat coming into the hot air system. (This has the additional benefit for field landing training in that it reduces the sink rate closer to that of gliders).

- Every 500ft, test and warm the engine thoroughly by opening the throttle fully, checking that full power is achieved and leave high power on for 5 to 10 seconds before throttling back to descent power setting. If the test shows evidence of engine icing, allow it to clear and consider abandoning the training until another day.

- for field landing exercises, overshoot as soon as the instructor and student are both convinced that the approach would or would not be successful. The earlier the overshoot is started, the greater the landing options, should the engine fail to give sufficient power.

In conditions when engine icing is unlikely, this procedure will not do any harm. If icing conditions are present, it could well save yet another write-off, possibly with the crew less lucky than the last one - so there is nothing to lose and all to gain by making it a standard procedure.

Please keep our field landing safety training safe.

Yours sincerely

pp

Jack Alcock
Senior Regional Examiner, Motor Gliders

ROLLADEN-SCHNEIDER Flugzeugbau GmbH LBA-Nr. EB - 4	Technical Bulletin No. 3046	LS3	Page 1/4 Edition Oct. 95

Subject : Spring in fuselage flap drive near landing gear box

Effectivity : Sailplane model LS3, version LS3
Serial numbers: 454, between 3000 and 3338

Accomplishment : immediately, when spring failed or before next annual inspection

Reason : The spring 4R10-31 (cadmium plated steel) in the flap drive may fracture due to fatigue, resulting in high flap control force at negative flap position.

Material and Instructions : Spring 4R10-31 to be exchanged according to drawing 1BR-3b against longer spring (RZ 141 EI, corrosion resistant steel), also forward mounting of spring moved from landing gear box to main bulkhead. See pages 2 to 4 of this TB (excerpt of drawing 1BR-3b) for details, material and installation instructions.

Weight and Balance : Not affected

Remarks : Modification by manufacturer or national authority approved repair station.
Accomplishment of modification (TB 3046) to be checked by inspector and signed in logbook.

LBA-approved : 26.10.95

i.O. Jung

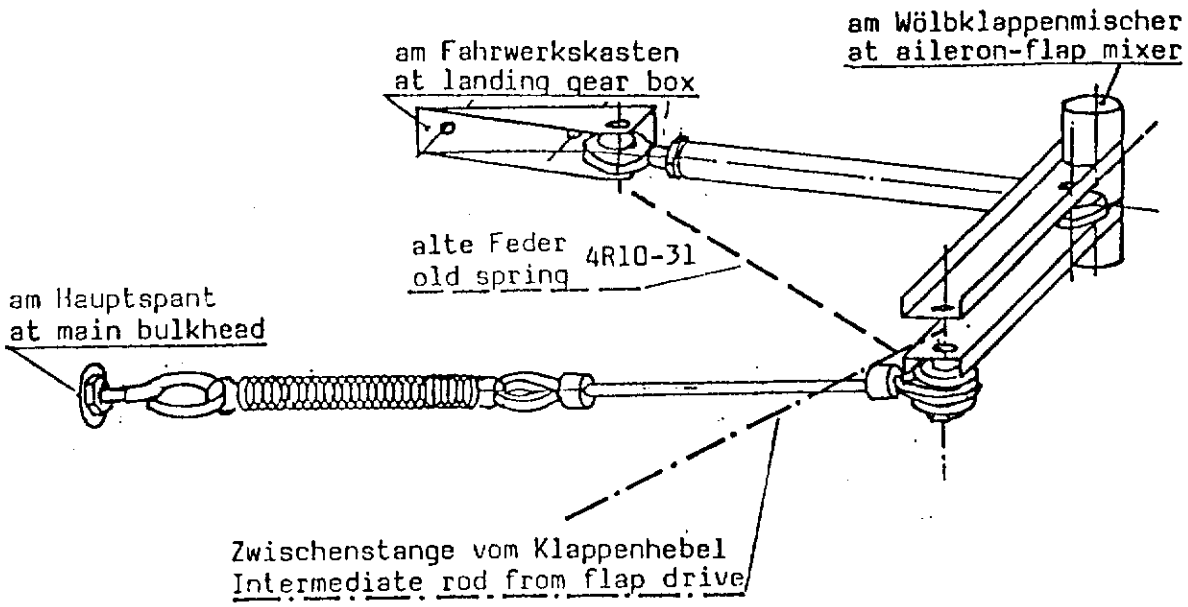
Erstellt: 12.Okt.95 Henk   Geprüft: Uhrapka

LBA-AD 95-410

(TM3046.ws7)

Zeichnung des Wölbklappenantriebs im Bereich des Fahrwerkskastens, Teileliste und Explosionszeichnung zum Zusammenbau.

Drawing of flaperon drive in fuselage near landing gear box, parts list and exploded view for assembly.



No.	Ges.-/Total Anzahl/Quantity		Bezeichnung / Denomination	Norm	Zeichnung / Drawing
9	35	2	Scheibe / washer ø6.4*ø12.5*1.6	DIN 125-B St	
11	34	3	6kt-Mutter / hex head nut M6-8	DIN 985 St	
29	1	0	6kt-Schraube / hex head bolt M6*52	LN 9037	
30	4	4	Scheibe / washer ø6.4*ø18*1.6	DIN 9021 St	
31	1	0	Distanzbuchse / spacer ø8*1 15mm		4R13-39a
32	1	1	Seil an Feder / cable at spring		4R10-173
33	2	1	Distanzbuchse / spacer ø8*1 5.6mm		4R13-40
34	1	0	Nadelhülse / needle roller bearing HK 0810		
35	3	3	Scheibe / washer ø8.5*ø17.0*1.6	DIN 125-B St	
36	1	1	Feder rostfrei / non corrosive spring RZ141EI		
37	1	1	Ringschraube / ring bolt M6*60 shortened		

Anzahl für Änderung / Quantity requ. for modification

Siehe folgende Seite für Explosionszeichnung und Teilnumerierung
See following page for exploded view and parts numbering

Erstellt: 12.Okt.95 Geprüft:

SAFETY REGULATION GROUP
AIRCRAFT MAINTENANCE APPROVALS

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CHANGES TO CAP 411 & 412

Introduction

Due to the adoption of JAR 145 it is necessary to issue an errata to LAMS in order to clarify the current position with regard to which maintenance inspections/checks require the issue of a Certificate of Release to Service in accordance with JAR 145. For aircraft operated for the purpose of commercial air transport all scheduled maintenance inspections/checks including the 'check A' (prior to first flight of the day) require a CRS to be issued in accordance with JAR 145.

NOTE: This may not be the only reference within the LAMS that requires amendment - however, the CAA shall only publish changes where misinterpretation is widespread.

ERRATII TO CAP 411 (LAMS - FIXED WING)

PAGE 4/1 para 2 note (4)

(4) A Certificate of Release to Service is required for the completion of the Check A inspection only when the aircraft is operated for the purpose of commercial air transport. (See Section 6, para 1.3)

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1.3 For aircraft operated for the purpose of commercial air transport the Check A requires a Certificate of Release to Service i.a.w. JAR-145.
For aircraft not operated for commercial air transport there is no requirement for the Check A to be certified, but the Check must be completed by a person to whom the Owner or Operator has entrusted the Check, and to the satisfaction of the pilot.

Malcolm Newman
Aircraft Maintenance Approvals

GASIL

GENERAL AVIATION SAFETY INFORMATION LEAFLET

The CAA Accident Prevention Leaflet 5 of 1995

1. GLIDER LAUNCH CABLES

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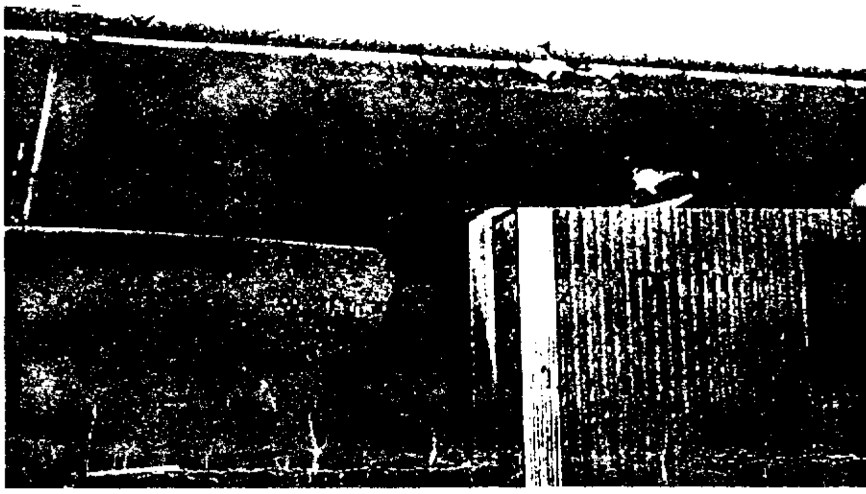

GASIL has, in the past, emphasised the dangers of passing over an active gliding site where gliders are launched by winch cable.

At some sites, the winch launch can go as high as 3000 ft and although there is a drogue parachute at the top of the winch cable which might be visible when the cable is descending, it still remains a very dangerous place to be when flying a light aircraft.

GASIL has recently received the following photographs which show what happened when an aircraft flew into one of these descending launch cables.

As can be seen from the photographs, the cable struck the leading edge of the wing, smashed through the leading edge slats as far back as the mainspar, wrapped itself round the trailing edge cutting through the flap, narrowly missing the aileron and penetrated through to the rear spar. It also broke off the outer 6 inches of the propeller tip. Amazingly, the pilot was able to land the aircraft, but in most similar cases, pilots would not be so lucky.

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