BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET 3/4/99

PART 1 AIRWORTHINESS "AGGRO" Please refer to the BGA 1999 Red Pages Compendium .

1.1. SCHEIBE SF25E - AILERON CONTROL restriction in flight was attributed to failure of the upper Rose bearing, supporting the central hangar for the Pilot's' dual control assembly. (Diagram by Martin Carolan).

1.2. PA-25 (Pawnee) Failure of Alternative Hot Air. Shutter caused power loss and aborted glider tow. (Extract from Gasil).

1.3. ASTIR'S SERIAL No's 1002 to 1437 have a centre of gravity range different from Serial No's 1438 - 1536 . Copy of Flight Manual pages herewith. (Reported by Tim Dews).

1.4. LS-8 RUDDER TRAVEL RESTRICTION Can be caused by the Rudder Cable Conduits migrating through the fin spar and fouling on the cable attachments on the Rudder. Inspect and rectify by trimming conduits. (Reported by Peter Wells).

1.5. PLASTIC PIPING IN FUEL SYSTEMS. Can cause engine failures. (Extract from GASIL explains).

1.6. GROB G.109B- TAKE OFF & CLIMB PERORMANCE has been "written down" by CAA by the issue of Flight Manual Change Sheet 2, as the result of flight test reports submitted by BGA. (Changes Sheet 2 attached).

1.7. CENTRAIR 101 & 201 and ASW20F & FL. Airbrake control system requires action as detailed in Service Bulletins 101-16, 201-16 and 20-18 (herewith).

1.8. JANUS CM & VENTUS SERIES. LBA A/D 1999-01/28 extends the Service Life to 12;000 hours. (Copied).

1.9. L13 BLANIKS A/D 4-099/98 re-enforces the requirement for Colour Coding the Elevator Drive at the Elevator, to ensure correct range of movement (copied).

1.10. SCHLEICHER GLIDERS (ASH 25/ASH 25E). Latest list of A/D's includes extension of Service Life, and inspection of Elevator Control Linkage. (Tech Notes from UK Agents).

1.11. LS4 - CRACKS in Rudder Pedal / Canopy Support Structure is illustrated herein. (Reported by Tom Muncaster).

1.12. MT PROPELLERS. Latest list of A/D's (Feb 1999) herewith.

1.13. HOFFMANN DIMONA Latest list of A/D's (Feb 99) herewith.

1.14. KESTREL 19/20 Product improvement Minor Mod to winch tow hook is illustrated. (Developed by John Welsh - Wyvern G.C.).

1.15. LET 13 BLANIKS - Mandatory Service Bulletins are as listed in Feb 1999 herewith. Copies from UK Agents.

PART TWO GENERAL MATTERS

2.1. LOOSE articles found in ASW20 BL, included 1.5 litre water bottled lodged in the control mixer box. (R&D Aviation Report).

2.2. GRASS IN WHEEL BOXES can cause problems, (and fires). (Report from Ulster G.C.)

2.3. ELECTRICAL CONNECTORS It has not been possible to agree standardisation of Pin numbers, therefore gliders are likely to have a mix of No. 1 pin positive or negative, so watch out!

2.4. PA-25 (PAWNEE) CRITICAL AIRFRAME SPARES Such as Undercarriage legs are likely to be in short supply!

2.5. SELF-SUSTAINING (TURBO) SAILPLANES. Flight testing after CofA renewal is desirable but is optional pending further deliberation by the BGA Technical Committee.

2.6. GRASSHOPPERS - T.MK I BGA can supply copies of H.Q. Air Cadet Operational Notes. (£5 please payable to BGA). (Maintenance Manual £5).

2.7. CAA AIRWORTHINESS NOTICES ARE NOW AT ISSUE 124 and include revisions of Notice No 98A (use of Mogas), Notice No 20 (Cotton, Linen & Synthetic Fabric Covered Aircraft), and No 63 (Introducing Issue 3 of the Light Aircraft Maintenance Schedule (LAMS 3)). Copies of Airworthiness Notices are available from Westward Digital Ltd, 37 Windsor Street, Cheltenham, Glos. GL52 2DG. (BGA TNS 11/12/98 Refers).

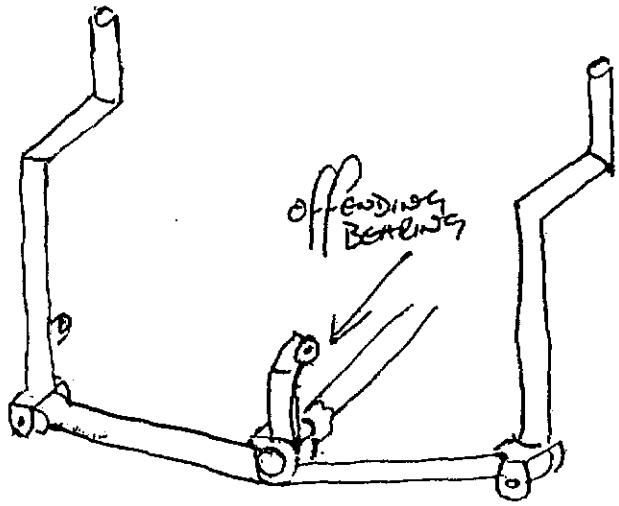
2.8. S.L.M.G. LOG BOOKS must be kept up-to-date as a proper record of maintenance and operation. The Red Pages must record Mandatory Inspection/Modification actions.

2.9. CAA LIGHT AIRCRAFT MAINTENACE SCHEDULE will be raised to Issue 3, and must be implemented as directed, when received.

2.10. CAA CHARGES FOR TUGS & SLMG's rise from £58.00 per 500kg x 3 years to £59.00 per 500kgs x 3 years from April 1st (payable to BGA)

Dick Stratton
Chief Technical Officer

SF 25E - AILERON RESTRICTION.



CONTROL STICK LAYOUT ON SCHEIBE SF 25e - G-KDEY SN° 4325

ALTERNATE AIR SYSTEM PROBLEMS

Aircraft Type : Piper PA25 Pawnee
Date : September 1998

The aircraft had successfully completed nine glider tows to 3-4,000 feet flown by two different pilots. Both had reported possible carburettor icing at approx. 2,500 feet which was cured by application of carburettor heat.

On this particular tow the initial take-off was normal but at about 100 feet the power dropped to 1900rpm so carburettor heat was applied which produced a large plume of black smoke and a further reduction of rpm. The glider was then released and both tug and glider successfully landed back on the airfield.

Investigation discovered that a section of the carburettor hot box stiffening plate, which is welded across the throat of the box at the inlet to the carburettor, was lying in the hot box. It is thought that the piece of metal, about $1\frac{1}{2}$ inches by $\frac{1}{4}$ of an inch x 16 swg, had become detached and jammed in the inlet throat of the carburettor causing an excessively rich mixture. The hot box was replaced and the engine has operated with no problem subsequently. The aircraft had flown a total of 7,019 hours with 7 hours since the previous 50 hour check.

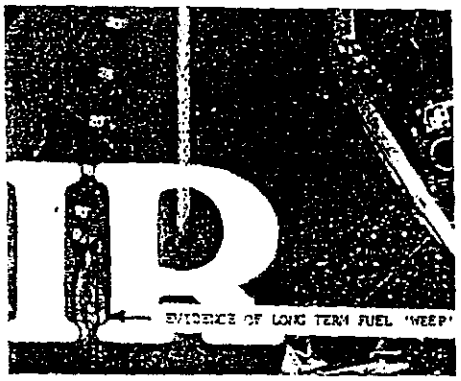
CAA Comment

All Pawnee operators should check for signs of cracking in this component because there are many gliding sites in the UK where a failure of this sort could leave the tug or glider in an embarrassing position.

PLASTIC TUBES IN THE FUEL SYSTEM

Aircraft Type : Montgomerie-Bensen B8MR Gyroplane (Applicable to many other aircraft)
Date : June 1998 (AAIB Bulletin 10/98 p. 54)

.....cont'd



Photos: HT Consultants via AAIB

The gyroplane took off from Stornaway Airport and was seen by eye witnesses over the village of Coll about 3 nm to the north of the airport. The gyroplane came to a brief hover in a wind of about 25 knots before carrying out an orbit to the right before again coming to a hover over a garden. A witness thought that the pilot appeared to be leaning over the left side in a somewhat exaggerated manner with the gyro drifting slowly forward and to the right. The engine noise increased and the gyroplane entered a steep climb at low speed. It appeared to 'hang in the air' for a short time before it started to slide backwards and roll to the left. It appeared to turn almost completely upside down and fell in this attitude, at some stage during this sequence the rotor blades came into contact with the propeller which broke up. The speed of the rotor blade was also seen to decrease. The gyroplane impacted the ground in a garden killing the pilot.

The evidence indicated that at some stage during the accident flight, the fuel tank contents transparent PVC sight tube had become disconnected from the lower fuel tank outlet pipe which would have allowed fuel to have been lost from the tank. However, because of the position of the fuel tank outlet pipe it would not have been possible to lose the whole contents since about 9 litres of useable fuel would have remained to supply the Rotax 582 engine. Nevertheless, it was considered possible that during the final hovering manoeuvre the pilot, looking down from the left hand side of the gyroplane for a possible ground reference, had noticed the leaking fuel and the disconnected sight tube which may have been 'flailing' in the air flow. Directly aft of the lower fuel tank outlet was the engine's hot exhaust system. The close proximity of any fuel leak to a hot exhaust may have concerned and distracted the pilot and he may have inadvertently allowed the gyroplane to adopt a nose high attitude before it started to slide backwards from which it did not recover.

The report contains comprehensive information on the problems of using transparent PVC tubing in engines and in aircraft which can, as a result of prolonged exposure to AVGAS or MOGAS, result in the PVC material shrinking due to loss of plasticiser causing a decrease in the length and cross section of the sight tube and an increase in its hardness and brittleness. Black, fuel proof tubing as sold by most motorists shops is;

- much more flexible than plastic tubes
- less prone to embrittlemen
- more durable overall
- and not much more expensive.

It was noted during examinatior of the fuel system that all of the piping from the fuel tank to the engine was of the same type as that used on the fuel tank contents site tube and that it had also shrunk and become brittle and discoloured.

The following AAIB recommendation has been made to the CAA.

98-56
In order to avoid fuel leakage problems from PVC tubing due to associated shrinkage and embrittlement in service, the CAA, in conjunction with the Popular Flying Association, should require replacement of such tubing, where fitted, with alternative tubing manufactured from identified material of a type suitable for use in aircraft fuel systems; in addition, the CAA should consider whether wider action on this problem is required. CAA FACTOR refers

TNS 3/4/99 Works Nº 1002 - 1437

ASTIRS

Classification Group

Standard Class (German N)

Centre of Gravity positions

Levelling means	with a 1000:40 Incidence Board set up horizontal on the top of the rear fuselage.
Datum Line (D. L.)	Front edge of wing at root
Maximum forward position of C. of G.	250 mm behind D. L. (9.84 in)
Maximum rearward position	425 mm behind D. L. (16.73 in)

Loading Limitations ASTIR CS

Empty weight of glider and maximum cockpit load, see page 7.

Minimum cockpit load: 154 lbs (70 kp)

The permissible all up weight must NEVER be exceeded.

Maximum all up weight

without water-ballast	836 lbs	(380 kp)
with water-ballast	990 lbs	(450 kp)

The weight of water-ballast is dependent on the cockpit weight (Pilot with parachute and luggage). See page 7.

Weight deficiencies should be corrected by securing or removing some ballast in the seat.

The C. of G. of the pilot with a parachute on lies 475 mm in front of the Datum Line.

TNS 3/4/99 Works Nº 1438 - 1536

Classification Group

Standard Class (German N)

Centre of Gravity positions

Levelling means	with a 1000:40 Incidence Board set up horizontal on the top of the rear fuselage.
Datum Line (D. L.)	Front edge of wing at root
Maximum forward position of C. of G.	310 mm behind D. L. (12,20 in)
Maximum rearward position	480 mm behind D. L. (18,90 in)

Loading Limitations ASTIR CS

Empty weight of glider and maximum cockpit load, see page 7.

Minimum cockpit load: 154 lbs (70 kp)

The permissible all up weight must NEVER be exceeded.

Maximum all up weight

without water-ballast	836 lbs	(380 kp)
with water-ballast	990 lbs	(450 kp)

The weight of water-ballast is dependent on the cockpit weight (Pilot with parachute and luggage). See page 7.

Weight deficiencies should be corrected by securing or removing some ballast in the seat.

The C. of G. of the pilot with a parachute on lies 475 mm in front of the Datum Line.

GROB. 109 B.

CIVIL AVIATION AUTHORITY
CAA CHANGE SHEET No. 2 ISSUE 1 TO THE GROB 109B FLIGHT MANUAL DATED 1/9/83 (CAA REF.1236/41491)

Aircraft Type	Constructor's Serial No 6278	Registration Mark G-SAMG

ADDITIONAL LIMITATIONS AND INFORMATION FOR UNITED KINGDOM CERTIFICATION

The limitations and information contained herein either supplement or, in the case of conflict, override those in the aircraft flight manual.

V. Performance Data

V.1. Take-off distance

Increase the ground roll and take-off distance by 10%.

V.3. Climb schedule (see page 37)

Reduce scheduled rate of climb by 0.51m/s (100fpm).

To be inserted in the aircraft Flight Manual facing page 36 and the CAA revisions record sheet amended accordingly.

CAA APPROVED
1 OCTOBER 1998

CIVIL AVIATION AUTHORITY
ADDITIONAL LIMITATIONS AND INFORMATION FOR UNITED KINGDOM CERTIFICATION

NOTE:
These correction factors are cumulative i.e. they are in addition to other correction factors required in the approved manual and by the AN(G)R. It should also be noted that this shortfall may affect other climb and cruise performance scheduled for flight planning purposes.

END

GROB G.109B

TNS 3/4/99

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1995-261(A) R2
In case of any difficulty, reference should be made to the French original issue.

SN CENTRAIR

Type 101 Sailplanes

Speed brakes

This Airworthiness Directive concerns type 101 sailplanes, all models, all serial numbers.

1. Sailplanes which have not received the minor modification 101-20 (up to S/N 101A627 and no modified in repair (cf. log book) :

   - Before the next flight replace the speed brake lever in accordance with SB CENTRAIR 101-16 Rev. 3 dated February 02, 1999.

2. All sailplanes.

In order to detect cracks on the speed brakes control circuit in the fuselage, following measures are made mandatory at the effective date of this Airworthiness Directive :

- At each annual inspection and major inspection, proceed to the inspection of the control circuit in accordance with CENTRAIR SB No. 101-16 revision 3 dated February 02, 1999.

- If cracks are detected, contact CENTRAIR before the next flight.

- Record the results of these inspections on the sailplane logbook.

Ref. : SB CENTRAIR No. 101-16 Rev. 3 dated February 02, 1999

This Revision 2 replaces the Airworthiness Directive No. 1995-261(A) R1 dated November 20, 1996.

EFFECTIVE DATES :

Original AD : DECEMBER 16, 1995
Revision 1 : DECEMBER 16, 1995
Revision 2 : MARCH 06, 1999

n/JB

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1995-260(A) R2
In case of any difficulty, reference should be made to the French original issue.

SN CENTRAIR

ASW 20 F Sailplanes

Speed brakes

This Airworthiness Directive concerns ASW 20 F and ASW 20 FL sailplanes, all serial numbers.

1. Sailplanes which have not equipped with speed brake lever P/N $Y057D : before the next flight replace the speed brake lever by an other one P/N $Y057D or $Y057E is required by SN CENTRAIR.
2. Sailplanes already equipped with speed level P/N £Y057D in repair : no replacement.

In order to detect cracks on the speed brakes control circuit in the fuselage, following measures are made mandatory at the effective date of this Airworthiness Directive :

- At each annual inspection and major inspection, proceed to the inspection of the control circuit in accordance with CENTRAIR SB No. 20-18 revision 4 dated February, 1999.
- If cracks are detected, contact CENTRAIR before the next flight.
- Record the results of these inspections on the sailplane logbook.

Ref. : SB CENTRAIR No. 20-18 Rev. 4 dated February, 1999

This Revision 2 replaces the Airworthiness Directive No 1995-260(A) R1 dated November 20, 1996.

EFFECTIVE DATES :

Original AD : DECEMBER 16, 1995
Revision 1 : DECEMBER 16, 1995
Revision 2 : MARCH 06, 1999

n/JB

Société Nouvelle Centrair

SERVICE BULLETIN
N° 101-16 Revision 3

CENTRAIR SAILPLANES
101 all types

SUBJECT : AIRBRAKES CONTROL SYSTEM IN THE FUSELAGE.

SAILPLANES AFFECTED : PEGASE gliders all serial numbers for inspection

PEGASE gliders whose minor modification N°101-20 has not been embodied (serial number until 101A0627 or glider whose modification has not been embodied when repaired, refer to glider log book or Technical Report) for replacement of the aiebrake control system

PURPOSE : To detect eventual cracks in the airbrakes control system in the fuselage.

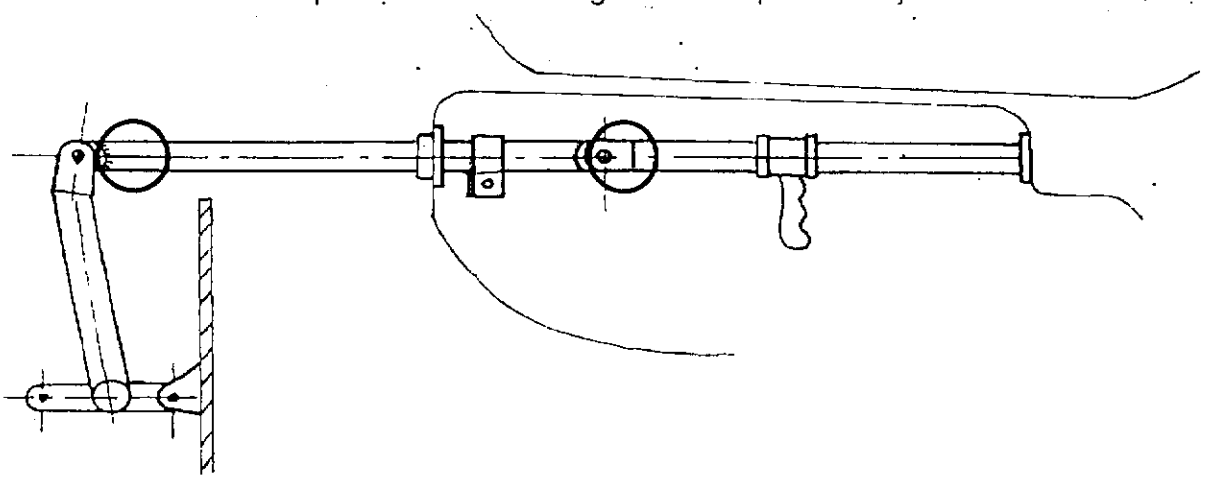
To replace the airbrake control system in the fuselage for gliders non equipped with the latest version of the part

TIME OF COMPLIANCE : Every annual or general inspection (for inspection)

Before next flight for replacement of the airbrake control system.

DESCRIPTION :

Inspection's procedures for flying controls steering are described paragraph II section 5 in the maintenance manual. Among other things, it is specified that during every annual or general maintenance inspection, all the controls should be checked.
The pilots attention is drawn to the importance of these inspections, especially to the airbrakes control sequence in the fuselage which is particularly sollicitated.



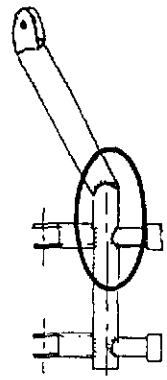
Translation of 'BULLETIN DE SERVICE'. In case of any difficulty, reference should be made to the French original issue.

Société Nouvelle CENTRAIR
Aérodrome - 36300 LE BLANC
FRANCE
Tél : 02.54.37.07.96 - Fax : 02.54.37.48.64

Approval of the French original issue

02/02/1999

- [x] Imperative
- [ ] Recommanded
- [ ] For information



The diagram above represents the airbrakes control system from the handle to the arm of the airbrakes in the fuselage. All welded parts and especially all above encercled parts should be very carefully eye-checked. If necessary and after cleaning, use a mirror or a lamp to check if there is any crack starts.

It appears that this kind of inspection hasn't been effected during each scheduled maintenance check, so we enjoin you to inspect each glider as it is described above during the next small maintenance inspection.

This inspection must be done imperatively during every annual or general maintenance inspection.

In case of cracks, please contact S.N. CENTRAIR in order to inform them about the problem. A repair of the glider must be done imperatively before any new flight.

N.B. : According to the eventual difficulty of analysis of the welded parts of airbrake arm (see diagram above) by people who are not used to perform such inspections, we require as a preventive measure to replace this airbrake control by the the following parts :

- Part number $Y057D for gliders equipped with manual ailerons and airbrakes control system.

- Part number $Y818E for gliders equipped with automatic ailerons and airbrakes control system.

These parts have been reinforced in order to avoid at the maximum the risk of cracks in case of important sollicitations during flights. Gliders since the serial number 101A0628 are originally equipped with this part.

Société Nouvelle Centrair

BULLETIN DE SERVICE
N° 201-16

PLANEURS CENTRAIR
201 tous types

OBJET : MODIFICATION SYSTEME DE LARGAGE SANGLE DE MAINTIEN VERRIERE ARRIERE.

VALIDITÉ : Planeurs Marianne tous numéros de série.

BUT : Garantir le bon largage de la sangle de retenue en cas de largage verrière arrière.

APPLICATION : au plus tard le 31/05/99

DESCRIPTION :

La verrière arrière des planeurs Marianne est retenue en position ouverte par une sangle l'empêchant de reposer sur le bord d'attaque de la voilure droite.

Les planeurs Marianne sont équipés d'origine, soit d'un système mécanique de largage de cette sangle, soit d'une fixation et d'une sangle qui doivent se rompre en cas de largage de verrière en vol.

Afin de garantir totalement la fiabilité des systèmes installés, et pour assurer un détachement systématique de la sangle de verrière arrière dans tous les cas de vol pouvant être rencontrés lors d'une action sur la commande arrière d'éjection de verrière, il est demandé de remplacer les systèmes existants par un mécanisme positionné au pied de l'arceau central de verrière qui assure la fonction de retenue de la sangle de verrière arrière. Le largage de celle-ci est couplée avec la commande de largage arrière de verrière.

Lorsque cette commande est actionnée, la sangle est libérée. Le dispositif doit être réarmé par action sur une palette pour reverrouiller la sangle au remontage.

L'ensemble des pièces nécessaires à l'installation de ce dispositif incluant la mise à jour du manuel de vol (édition 1, révision 5) ainsi qu'une notice de montage sera disponible chez SNCA à partir de fin mars 99 (kit 201BE1580). Les planeurs Marianne ayant été fabriqués sous différentes versions, il est nécessaire de préciser leur N° de série lors de la commande des pièces.

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

Approbation

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

Centrair 201

GSAC

TNS 3/4/99

CONSIGNE DE NAVIGABILITE

définie par la DIRECTION GENERALE DE L'AVIATION CIVILE

Les examens ou modifications décrits ci-dessous sont impératifs. La non application des exigences contenues dans cette consigne entraîne l'inaptitude au vol de l'aéronef concerné.

SN CENTRAIR

Planeurs type 201

Verrière arrière

1. MODELES CONCERNES

Tous modèles, tous numéros de série.

2. ACTIONS

Les prescriptions techniques applicables au montage d'un boîtier de largage de sangle de maintien de verrière arrière, faisant l'objet du Bulletin Service n° 201-16, sont impératives.

Ce nouveau système permet d'améliorer la sécurité de fonctionnement du largage de la sangle.

Cet ensemble fait l'objet du kit n° 201BE1580 qui sera tenu à la disposition des utilisateurs par la société SN CENTRAIR, à partir du 31 mars 1999.

Le montage de ce boîtier ainsi que la commande attenante doit être réalisé par une personne compétente.

3. DELAI D'APPLICATION

TNS 3/4/99

L'application du BS n° 201-16 doit être faite avant le 31 mai 1999.

X

4. REFERENCES

Service Bulletin SN CENTRAIR n° 201-16

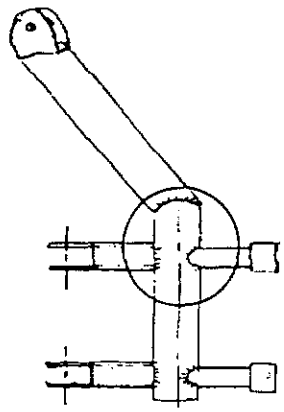
Ce Bulletin Service est tenu à la disposition des utilisateurs par :

SN CENTRAIR
BP 44 - Aérodrome
36300 LE BLANC (France)

Mentionner l'application de la présente Consigne de Navigabilité dans le livret d'aéronef.

DATE D'ENTREE EN VIGUEUR : 20 FEVRIER 1999

JJB



Le circuit de commande des aérofreins depuis la poignée jusqu'au bras d'aérofreins du fuselage est représenté ci-dessus. Un contrôle visuel minutieux de toutes les parties soudées et en particulier des parties encerclées doit êtreeffectué, 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.

NOTA: Etant donné la difficulté éventuelle d'analyse des soudures du bras d'aérofreins (repérées sur le croquis ci-dessus) par des opérateurs n'ayant pas l'habitude de tels contrôles, nous demandons, par mesure préventive, de remplacer ce bras par la pièce $Y057E ou $Y057D (contacter le constructeur pour la référence à utiliser). Cette pièce a été renforcée par sécurité pour limiter le risque d'apparition de criques en cas de fortes surcharges en utilisation. (remplacement non impératif pour les planeurs ayant déjà été équipés en réparation de cette pièce renforcée)

Société Nouvelle Centrair

BULLETIN DE SERVICE
N° 20-18 Révision 4

PLANEURS CENTRAIR
ASW20F et ASW20FL

OBJET : COMMANDE D'AEROFREINS DANS FUSELAGE.

VALIDITÉ : Planeurs ASW20F et ASW20FL tous numéros de série.

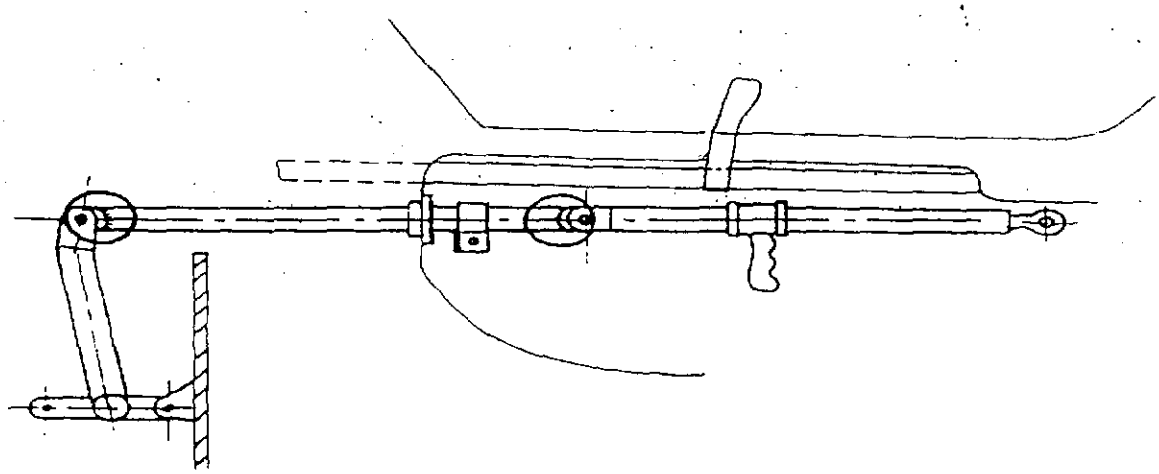
BUT : Détecter des éventuelles criques au niveau du circuit de commande d'aérofreins dans le fuselage. Remplacer le bras d'aérofrein dans le fuselage pour les planeurs n'ayant pas la dernière version de cette pièce

APPLICATION : Lors de chaque Visite Annuelle ou Grande Visite (contrôle). Avant prochain vol pour remplacement bras d'aérofrein.

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.



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Approbation

Groupement pour la sécurité de l'aviation civile

22.2.99

Classification

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

Ventus. TNC 3/4/99

Airworthiness Directive 1999-001

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: February 11, 1999

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Schempp-Hirth, Kirchheim/Teck, Germany
Type:	Ventus a
Models affected:	Ventus b, Ventus a/16.6, Ventus b/16.6 and Ventus c
Serial numbers affected:	all
German Type Certificate No.:	349

Subject:
Extension of the service life

Reason:
The results of fatique tests (subsequently carried out on wing spar sections) have demonstrated that the time in service of GFRP/CFRP sailplanes and powered sailplanes may be extended to 12000 hours, provided the airworthiness of each individual aircraft is evidenced by a special multi-stage inspection program, which is then to be incorporated into the Maintenance Manual.

Action:
Exchange of pages into the Maintenance Manual.

Compliance:
Action must be done when reaching a service life of 6000 flight hours, but not later than June 30, 1999.

Technical publication of the manufacturer:
Schempp-Hirth Technical Note No. 349-24 dated October 27, 1998 which becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43

D- 73222 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0
Fax: ++ 49 7021 7298-191

Accomplisishment and log book entry:
Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

Holders of affected aircraft registered in Germany have to observe the following:
As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

Instructions about Available Legal Remedies:
An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.

Enquiries regarding this Airworthiness Directive should be referred to Mr.Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

JANUS

Airworthiness Directive 1999-028

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: February 11, 1999

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	Schempp-Hirth, Kirchheim/Teck, Germany
Type:	Janus CM
Models affected:	Janus CM
Serial numbers affected:	all
German Type Certificate No.:	809

Subject:
Extension of the service life

Reason:
The results of fatique tests (subsequently carried out on wing spar sections) have demonstrated that the time in service of GFRP/CFRP sailplanes and powered sailplanes may be extended to 12000 hours, provided the airworthiness of each individual aircraft is evidenced by a special multi-stage inspection program, which is then to be incorporated into the Maintenance Manual.

Action:
Exchange of pages into the Maintenance Manual.

Compliance:
Action must be done when reaching a service life of 6000 flight hours, but not later than June 30, 1999.

Technical publication of the manufacturer:
Schempp-Hirth Technical Note No. 809-14 dated October 12, 1998 which becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43

D- 73222 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0
Fax: ++ 49 7021 7298-191

Accomplisishment and log book entry:
Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

Holders of affected aircraft registered in Germany have to observe the following:
As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

Instructions about Available Legal Remedies:
An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.

Enquiries regarding this Airworthiness Directive should be referred to Mr.Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German Issue!

CAA

CIVIL AVIATION AUTHORITY
CZECH REPUBLIC

Airport Ruzyne, 160 08 Prague 6
tel: 420-2-324086, fax: 420-2-364112

AIRWORTHINESS DIRECTIVE

Number: CAA-AD-4-099/98
Date of issue: December 30, 1998
LET, a.s., Kunovice
AEROTECHNIK CZ s.r.o., Kunovice
L 13, L 13A, L 13AC, L 13SW, L 13SE, ++

SAILPLANE - ELEVATOR - INSPECTION/COLOR MARKING

Applicability: Sailplane L13, all models and serial numbers, certificated in any category. Powered sailplane L13-Vivat, all models and serial numbers, certificated in any category.

Reason: Colour marking of elevator drive is not inspected or re-painted during sailplane operation. The elevator drive is asymmetrical and improper installation causes significant elevator deflection changes.

Effective date: January 28, 1999

Compliance : Action must be done after AD receipt, not later than May 31, 1999 and either in accordance with LET, a.s., Mandatory Bulletin No. L13/082a dated November 27, 1998 which becomes herewith part of this AD and may be obtained from: LET, a.s., 686 04 Kunovice, CZECH REPUBLIC or in accordance with AEROTECHNIK CZ s.r.o. Mandatory Bulletin No. SW 13-045a, SEH 13-003a, SL 13-002a dated December 4, 1998, which becomes herewith part of this AD and may be obtained from: AEROTECHNIK CZ s.r.o., 686 04 Kunovice, CZECH REPUBLIC

Remarks: - Where applicable, the requirements of this AD must be integrated into the Aircraft's Logbook(s).
- Address inquiries concerning this AD to: Civil Aviation Authority, Airworthiness Division, Ruzyne Airport, 160 08 Prague 6, Czech Republic, tel: 420 2 324086, fax: 420 2 364112.

Ing. Pavel MATOUŠEK
Director of Airworthiness Division
CAA CZ

AEROTECHNIK CZ
686 04 Kunovice
CZECH REPUBLIC

Tel.: +420 632 537 111
Fax: +420 632 537 900
e-mail : aerotechnik@evektor.cz

issues

MANDATORY BULLETIN No. SW 13-045a SEH 13-003a SAFETY RELATED SL 13-002a

TECHNICAL DATA ARE APPROVED BY TI-CAA CZECH REP. Date: 12/15/98

1. REFER TO :	All L 13 SW, L 13 SE, L 13 SEH, L 13 SL, L 13 SDM, and L 13 SDL Vivat powered sailplanes
2. REASON :	Color marking of elevator drive, which controls and connects both elevator halves, is not checked and re-painted during sailplane operation. The elevator drive is not symmetrical and its improper installation causes significant elevator deflection changes.
3. REQUIRED ACTION :	Paint with red color (or other clearly distinguishable color if sailplane tail unit is red) the left arm of the elevator drive together with its hinge on the left half of the elevator. The elevator drive marking check and possibly drive repainting must be done during each annual inspection.
4. LATEST DATE OF THE ACTION:	Immediately after obtaining this bulletin
5. ACTION CARRIED OUT BY :	Sailplane operator
6. COSTS COVERED BY :	Sailplane operator
7. REQUIRED MATERIAL :	Supplied by sailplane operator
8. OPERATING SEQUENCE :	Not described
9. APPENDICES:	None

Dipl. Ing. Josef HRON

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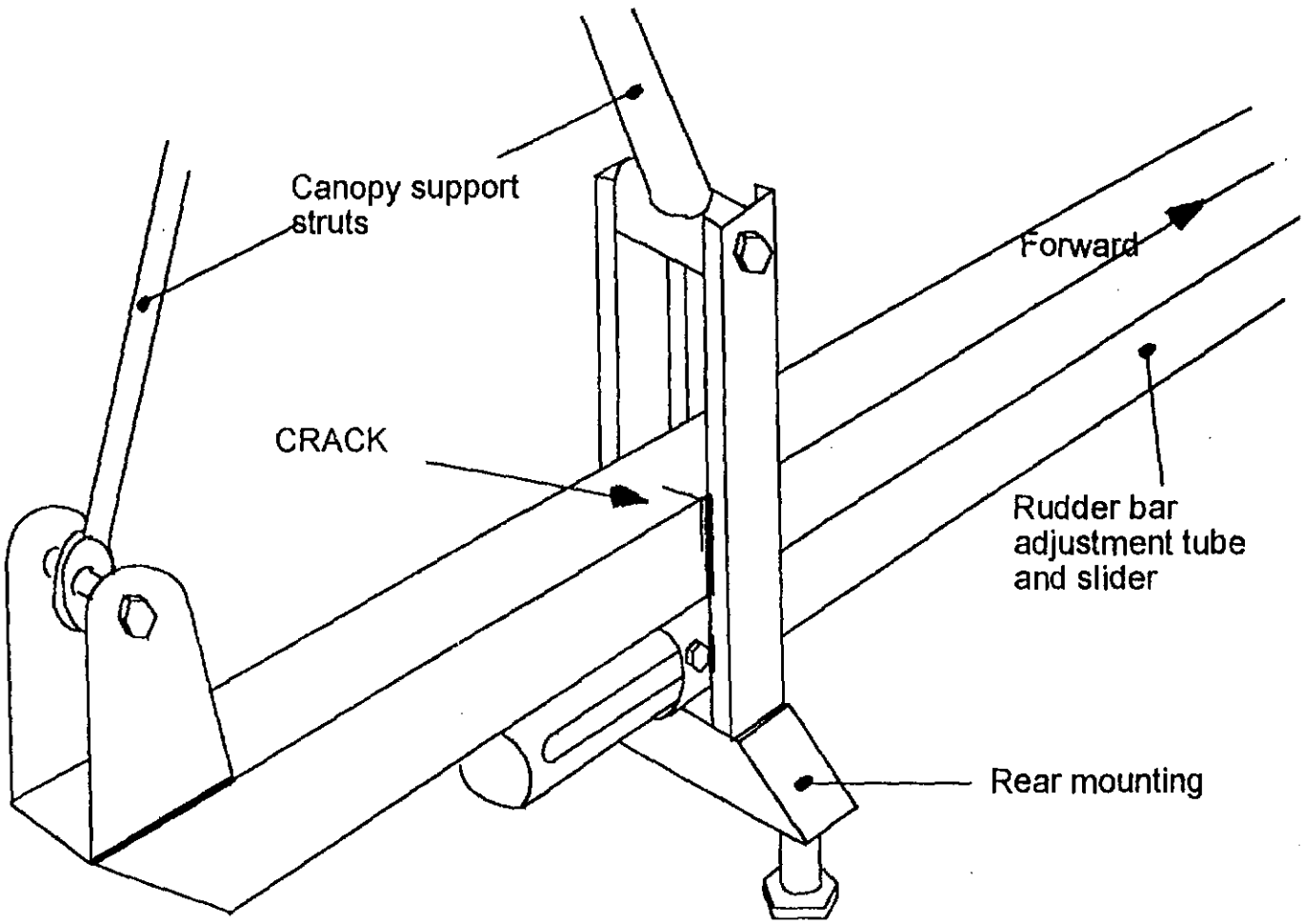
Sailplane Manufacturer Representative

Date: 12/4/98

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
94–026	Maintenance Manual amendment and Service Life extension.	Applicable to ASK 21 sailplanes Serial Nos. as detailed in AD. Compliance required as detailed in AD. Schleicher Technical Note No. 24 also refers.
96–005	Complete Inspection of fuselage tube skeleton and of all control linkages.	Applicable to K8, K8B and K8C sailplanes all Serial Nos. Compliance required as detailed in AD. Schleicher Technical Note No. 24 also refers.
97–009	Engine internal air cooling.	Applicable to ASH 26E sailplanes all Serial Nos. Compliance required as detailed in AD. Schleicher Technical Note No. 1 also refers.
97–010	Amendment of the maintenance manual – Inspection programme to increase the service life.	Applicable to ASW 19 sailplanes all Serial Nos. Compliance required as detailed in AD. Schleicher Technical Note No. 25 also refers.
97–244	Amendment of the maintenance manual – Inspection programme to increase the service life.	Applicable to ASK 23 and ASK 23B sailplanes all Serial Nos. Compliance required as detailed in AD. Schleicher Technical Note No. 12 also refers.
1998–255	Amendment of the maintenance manual – Inspection programme to increase the service life.	Applicable to ASW20 sailplanes all Serial Nos. and ASW24 prototype Serial No. 24000. Compliance required as detailed in AD. Schleicher Technical Note No. 39/2 also refers.
98–347	Hazard of an engine fire in flight.	Applicable to ASH 26E powered sailplanes. Compliance required as detailed in AD. Schleicher Technical Note No. 6 also refers.
1998–486	Increase of service life, Inspection of the elevator control linkage and additional safety device for the landing gear rear bolts.	Applicable to ASH 25 and ASH 25E sailplanes. Compliance required as detailed in AD. Schleicher ASH 25 Technical Note No. 14 and ASH 25E Technical Note No. 12 also refer.

LS.4



LS4 Rudder bar and canopy support brackets and mechanism.

The crack appears to have started alongside the vertical weld and progressed upwards and around the corner of the square-section tube onto the horizontal face.

The only load taken on the rear end of the square-section tube is part of the canopy weight when it is open but is subjected to a much greater force when the canopy is closed and closing while compressing the gas strut.

Tom Muncaster (Wyvern Gliding Club)
16, St, John's Drive
Carterton
Oxon. OX18 3AP

Tel: Home 01993 212196
Work 01242 227262
Mobile 0374 891453

Cotswold Documentation Services Ltd.
Phone/Fax (01242) 227262
FAX Note

To: MARTYN WELLS
FAX No: 01608 685790
From: T.W.Muncaster
Date: 23/02/99 Pages: 1

PART 2 – CAA ADDITIONAL AIRWORTHINESS DIRECTIVES

CAA AD No.	*Description*	*Applicability – Compliance – Requirement*
002–08–85	Stabilisers – Inspection of the forward tailplane attachment rod end.	Applicable to all Hoffmann H36 Dimona motor gliders. Compliance is required before further flight. INSPECT tailplane attachment rod end for cracks at the end of the threaded portion with a x 10 magnifying glass or using a suitable dye penetrant system. If a crack is found replace the rod with a new item before further flight. Check tailplane rigging incidence afterwards. Where a crack is not present and when a new part is installed repeat the above inspection at intervals not exceeding 50 flight hours. Record the action in the aircraft log book.
010–08–85	Flight Controls – Check of the elevator control system for correct connection.	Applicable to all Hoffmann H36 Dimona motor gliders. Compliance is required before further flight and at each rigging of the tailplane. A full and free check of the pitch control system must be carried out, by moving the pilot's control in both directions against a hard resistive force at the elevator control surface trailing edge. If any slippage in the system is detected the tailplane must be removed and the cause determined. Authorisation The Civil Aviation Authority in excercise of its powers under Article 12(8)(d) of the Air Navigation (No 2) Order (1995) hereby authorises the Pilot owner/Operator of the subject aircraft to issue a Certificate of Release to Service in respect of this Directive. The reference number of this Directive should be quoted in the associated log book entry. NOTES: (1) This authorisation is not applicable to aircraft operated for Commercial Air Transport. (2) Removing and refitting wings and tailplane can be accomplished by the pilot, to Flight Manual instructions, for hangarage etc, the elevator connection being automatic when the tailplane is fitted.

Issue 10
February 1999

MT PROPELLERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
90–214 Issue 2	Possible loss of a propeller blade.	Applicable to MTV–1–( ) propellers serial nos. up to 89048 and MTV–6–C propellers serial nos. up to 90023. Compliance required as detailed in AD. MT-Propeller Service Bulletin TM No. 4A also refers.
92–367	Change of emergency procedures for powered gliders.	Applicable to MTV-Propellers which have the automatic control unit P–120–A or P–120–U installed. Compliance required as detailed in AD. MT-Propeller Service Bulletin TM No. 6 also refers.
93–088/2	Replacement of the electric motor of the propeller servo.	Applicable to MTV–1– ( ), –7– ( ), –10– ( ), –17– ( ), –18– ( ), and –20– ( ) propellers. Compliance required as detailed in AD. MT-Propeller Service Bulletin TM No. 7 also refers.
94–098	Replacement of PU erosion strip to avoid sudden loss of metal erosion sheet.	Applicable to MT and MTV Series propellers as detailed in AD. Compliance required as detailed in AD. MT–Propeller Service Bulletin No 8 also refers.
97–006/5	Hub, crack inspection and rework or replacement of the hub.	Applicable to MTV–3–B, version MTV–3–B–C equipped with propeller blades L250–21. Compliance required as detailed in AD. MT-Propeller Service Bulletin No. 12 also refers.

PART 1 continued – AUSTRO CONTROL AIRWORTHINESS DIRECTIVES

In 1984/1985 Hoffmann, the Type Design Organisation, moved from Germany to Austria. The ICAO Annex 8 responsibilities of the Authority of the State of Design at that time transferred from the Luftfahrt–Bundesamt to Austro Control. Austro Control are now responsible for mandating and promulgating Airworthiness Directives.

AC AD No.	*Description*	*Applicability – Compliance – Requirement*
52/2	Wing – Fuselage attachment, installation of an additional metal fitting.	Applicable to H36 Dimona motor gliders Serial Nos 3501 to 3539, 3601 to 36193, 360151 to 360153, 36204 to 36215, 36227 and 36232. Compliance required as detailed in AD. Hoffmann Service Bulletin No 19 also refers.
53	Front horizontal tail surface mounting.	Applicable to H36 Dimona motor gliders all Serial Nos. Compliance required as detailed in AD. Hoffmann Service Bulletin No 15 also refers.
54	Shoulder harness fittings.	Applicable to H36 Dimona motor gliders Serial Nos 3501 to 3539 and 3601 to 36143. Compliance required as detailed in AD. Hoffmann Service Bulletin No 17 also refers.
55	Mainbolt – Dimension discrepancy.	Applicable to H36 Dimona motor gliders all Serial Nos. Compliance required as detailed in AD. Hoffmann Service Bulletin No 24 also refers.
60	Fuel Tank – Possibility of obstruction of fuel supply due to deposits in the fuel tank.	Applicable to H36 Dimona motor gliders all Serial Nos built before 1984, supplied with fuel tanks made of FRP. Compliance required as detailed in AD. Hoffmann Service Bulletin No 13/1 also refers.
65	Service Life – Life limited parts.	Applicable to H36 Dimona motor gliders all Serial Nos. Compliance required as detailed in AD. HOAC Austria Service Bulletin No 25 also refers.
74	Excessive corrosion in exhaust system. Deformed air brake torque tube.	Applicable to HK 36R Super Dimona motor gliders as detailed in AD. Compliance required as detailed in AD. HOAC Austria Service Bulletins Nos 33 and 34 also refer.
85	Inspection of elevator rib for damage.	Applicable to H36 Dimona motor gliders all Serial Nos and HK 36R Super Dimona motor gliders Serial Nos. 36.301 up to 36.414. Compliance required as detailed in AD. Diamond Aircraft Service Bulletin No 51 also refers.

Issue 8
February 1999

DIAMOND AIRCRAFT (FORMERLY HOFFMAN AND HOAC AUSTRIA) H36 DIMONA AND HK36R SUPER DIMONA SERIES MOTOR GLIDERS

PART 1 – LUFTFAHRT-BUNDESAMT AIRWORTHINESS DIRECTIVES

LBA AD No.	*Description*	*Applicability – Compliance – Requirement*
82–236	Aileron, elevator and wings – Possibility of water accumulating.	Applicable to H36 Dimona motor gliders Serial Nos up to and including 3619. Compliance required as detailed in AD. Hoffmann Technical Notice 2 also refers.
82–237/2	Inspection of composite skin on the wings.	Applicable to H36 Dimona motor gliders Serial Nos 3601 to 3616, 3618, 3619 and 3501 to 3503. Compliance required as detailed in AD. Hoffman Technical Notice 3 also refers.
83–156	Fuel Tank – Ascertain cubic capacity.	Applicable to H36 Dimona motor gliders Serial Nos 3501 to 3514, 3516 to 3518, 3601 to 3630, 3641 and 3643. Compliance required as detailed in AD. Hoffmann Technical Notice 6 also refers.
83–157/2	Inspection and modification of engine brackets.	Applicable to H36 Dimona motor gliders Serial Nos 3501 to 3514, 3516 to 3518, 3522, 3531, 3601 to 3630, 3641, 3643, 3644, 3655 and 3667. Compliance required as detailed in AD. Hoffmann Technical Notice 7 also refers.
84–205	Fuel System – Engine failure due to formation of vapour bubbles in the fuel pump, filter and lines at an ambient temperature of 25° C.	Applicable to H36 Dimona motor gliders Serial Nos up to and including 36143 and 3539. Compliance required as detailed in AD. Hoffmann Technical Notice 11 also refers.
85–34	Prohibition of aerobatics including spins.	Applicable to H36 Dimona motor gliders all Serial Nos. Compliance required as detailed in AD. Hoffmann Technical Notice 12 also refers.
85–128/2	Fuel Tank – Restriction of fuel feed to engine by deposits in the fuel tank.	Applicable to H36 Dimona motor gliders all Serial Nos up to and including construction year 1984. Compliance required as detailed in AD. Hoffmann Technical Notice 13 also refers.

SB No.	*Description*	*Applicability – Compliance – Requirement*
L13/048	Inspection of the spacer (Drg. No. L13.201–22.01.)	Applicable to L.13 sailplanes as detailed in Service Bulletin. Compliance required immediately.
L13/052	Inspection and repair of stabilizer.	Applicable to L.13 sailplanes. Compliance required immediately.
L13/053	Spread of validity of SB L13/048.	Applicable to L.13 sailplanes. Compliance required immediately.
L13/056	Flight Manual amendment.	Applicable to L.13 sailplanes.
L13/058	Instructions for the pilot and Flight Manual amendment.	Applicable to L.13 sailplanes used in Czechoslovakia.
L13/059	Data unification of overhaul periods and Service Life.	Applicable to L.13 sailplanes.
L13/062	Inspection of the flange strap and the visible parts of the wing span.	Applicable to L.13 sailplanes.

PART 1 continued – CZECH CIVIL AVIATION AUTHORITY AIRWORTHINESS DIRECTIVES

CAA AD No.	*Description*	*Applicability – Compliance – Requirement*
CAA–AD–4–099/98	Elevator – Inspection/color marking.	Applicable to L13 sailplanes and L13–Vivat powered sailplanes. Compliance required as detailed in AD. LET Service Bulletin L13/082a and Aerotechnik CZ Service Bulletins SW 13–045a, SEH 13–003a and SL13–002a also refer.

NK 3/4/99

Issue 4
March 1999

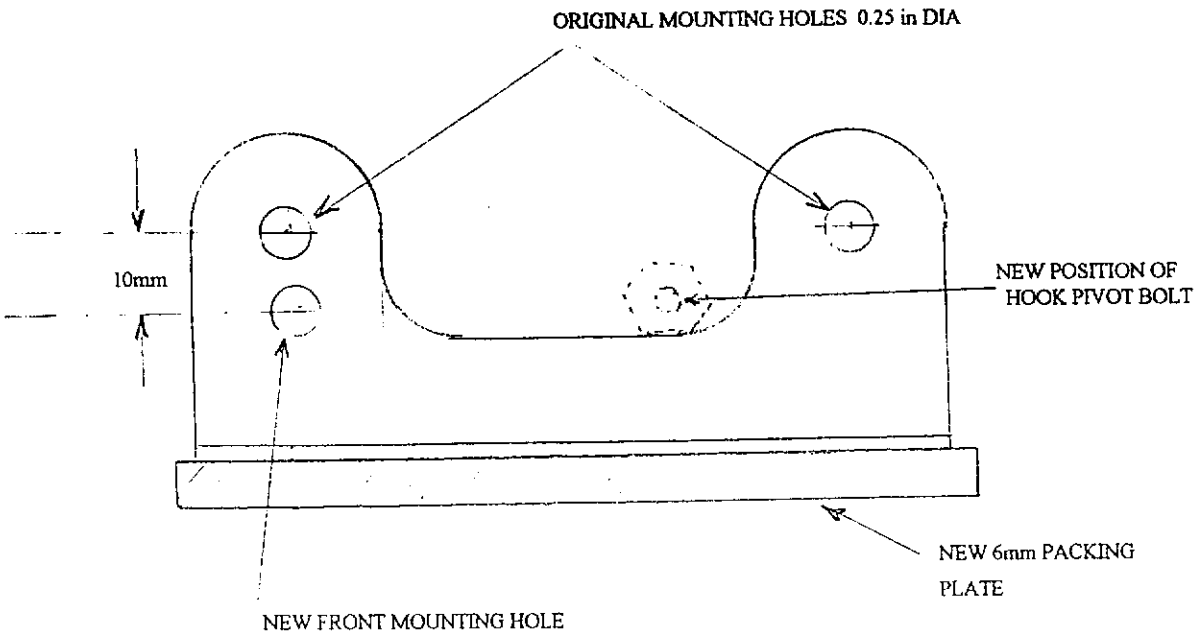
LET L13 BLANIK SERIES GLIDERS

PART 1 – LET SERVICE BULLETINS MADE MANDATORY BY THE CZECH CIVIL AVIATION AUTHORITY

SB No.	*Description*	*Applicability – Compliance – Requirement*
L13/010	Inspection of the LUN 1211.1 turn and bank indicator production No. 61 or higher for dust settling on the collector causing fouling.	Applicable to Blanik sailplanes fitted with LUN 1211.1 indicators. Compliance required immediately.
L13/019	Modification of rudder pedal levers.	Applicable to L.13 sailplanes Serial Nos. 172101 to 172601. Compliance required within 30 days from receipt of Service Bulletin.
L13/021	In order to eliminate the danger of the towing cables catching on the canopy side hinges, canopy hinge guards have been introduced.	Applicable to L.13 aircraft Serial Nos. 172601 up to and including 172826 provided with canopy jettison system. Compliance required on receipt of modification kit from the manufacturer.
L13/023	Modification of the main spar web.	Applicable to L.13 Series 1 – 21st.
L13/025	Inspection and eventual replacement of control rods eyes.	Applicable to L.13 sailplanes up to the 14th of the 34th series. Compliance required immediately.
L13/040	Special inspection of various structural points.	Applicable to L.13 Blanik sailplanes up to PIN 174230.
L13/042	Alteration to the Technical Manual.	Applicable to L.13 sailplanes.
L13/045	Change to Service Life.	Applicable to L.13 sailplanes from Serial No. 172601.
L13/046	Alteration to the Technical Manual.	Applicable to L.13 sailplanes. Compliance required immediately.
L13/047	(1) Increase rigidity of No. 1 bulkhead. (2) To secure tow-rope hinge control system countershaft.	(1) Applicable to L.13 sailplanes Serial Nos. 170101 to 174730. (2) Applicable to L.13 sailplanes Serial Nos. 170101 to 170320.

KESTREL 19/20 HOOK MOD:

A sketch of the modified bracket is given below.



Test flights with the Kestrel 20 gave a much improved launch to 1200 feet at which height the cable release was pulled in the cockpit. There were no problems. The proposed modification was incorporated into the Kestrel 19 and test flights have shown a similar improvement to the winch launching performance.

Please give your approval to the proposed modification. This might be of interest to other Kestrel owners.

Yours sincerely,

John Welsh

(J.H.WELSH)

BGA Approval Ref:.

BGA/Kestrel/1/99.

17/3/99