BGA TECHNICAL COMMITTEE

TECHNICAL NEWSHEET 3/4/00

PART 1 AIRWORTHINESS "AGGRO" Please refer to the 2000 Green pages.

1.1. VW Powerplants Damage to the key-way and to the key, and to the shaft itself, may arise from propeller strikes. Inspect for correct installation of the hub on the taper and of the key. For Stamo Engines, the torque loading of the "propeller hub fixing bolt" (front of the crankshaft) is 20.0 MKG. (Reported by Borders G.C.).

1.2. KA13 Rudder Pedal - Failures. See sketch from Clevelands G.C.

1.3. BLANIK. Mandatory Bulletin L13/085a, is herewith amended by LET to eliminate the hardness test if the conductivity test has been successful.

1.4. VENTUS B - Ferrite electrical suppresser on GPS lead below the seat, became displaced interfering with aileron push-rod and undercarriage actuation. (Reported by Bristol & Glos G.C.).

1.5. KA13 - Unsecured ballast weight due to bolt failure, interfered with elevator and rudder controls during winch launch. (Reported by Stratford G.C.).

1.6. JUNIOR AIRBRAKE LEVER FAILURE. Sketch from S.G.U. identifies the problem area.

1.7. LS3/LS4/LS6/LS7/LS8 SAILPLANES. LBA A/D EB 4/1 - B.16 requires action to prevent jamming of airbrakes.

1.8. LS8-a & LS8-18 WATER BALLAST TANK DRAIN TUBES. LBA A/D 2000 - 86 (herewith) refers. (Mailed to owners).

1.9. NIMBUS 3D & 3DT. Extention of Service Life to 12,000 hours, subject to inspection. LBA A/D's 2000-095 & 2000-075 refer and Tech Notes 373-8 and 847-8 (from UK Agent).

1.10. VENTUS CT, DISCUS bT - Cracks in Engine Mount Structure. LBA A/D 2000/074 (herewith) refers.

1.11. CENTRAIR 101 (PEGASE) A/D 1995-261(A) R3 (herewith) requires replacement of speed brake lever, if not already replaced. (SB 101-16 Rev 4 refers).

1.12. CENTRAIR 201 (MARIANNE) A/D 1999-055 (A) R1. (herewith) requires modification to rear canopy jettison.

1.13. SZD-45A "OGAR" latest issue of Foreign Airworthiness Directives herewith.

1.14. GROB G103 TWIN ASTIR/ACCRO Cable Release failed at the swage where it is attached to the Release Hook operating arm. (Reported by H.Q. Air Cadets).

1.15. OLYMPIA 2B LOWER RUDDER HINGE Displaced. (Sketch from Paul Rice herewith).

1.16. ROTAX 912/914 SERIES. A/D 101 applies to propeller gearboxes. (herewith).

1.17. SCHEIBE SF25 SERIES. A/D 1984-1988/2 (herewith) applies to bearings in the control stick.

1.18. SCHLEICHER SPARE PARTS MAY BE "BOGUS" (Letter from RD Aviation herewith). Check your source of supply!

2.0. PART TWO - GENERAL MATTERS

2.1. PIPER PA25 - PAWNEE A/D 95-12-01 (Wing attachment NDT) FAA Airworthiness Information Bulletin herewith, refers. Mark Recht, Deeside G.C., is investigating the CAA approval of STC SAO 1073AT, and may be able to make such approval to other operators. (01244 858010).

2.2. CAA Airworthiness Notices are now at Issue 126. Check your copy.

2.3. CAA Scale of Charges Revised as at 1/04/00. 3 year CofA Renewal charges increase from £56 per 500 Kg per year to £60. (Typically £360 for 3 years CofA). Payable to BGA.

2.4. BGA CHIEF TECHNICAL OFFICER. Jim Hammerton is assuming these responsibilities and can be contacted on 01403 784156 (Home), 0410 871039 (Mobile). Email: cto@gliding.co.uk

RBS will retire at the end of April 2000.

Dick Stratton
Chief Technical Officer

KA 13

TNS 3/4/00

30 The Oaklands
Middleton-One-Row
Darlington
Co Durham DL2 1BD
01325 332049

Chief Technical Officer
British Gliding Association

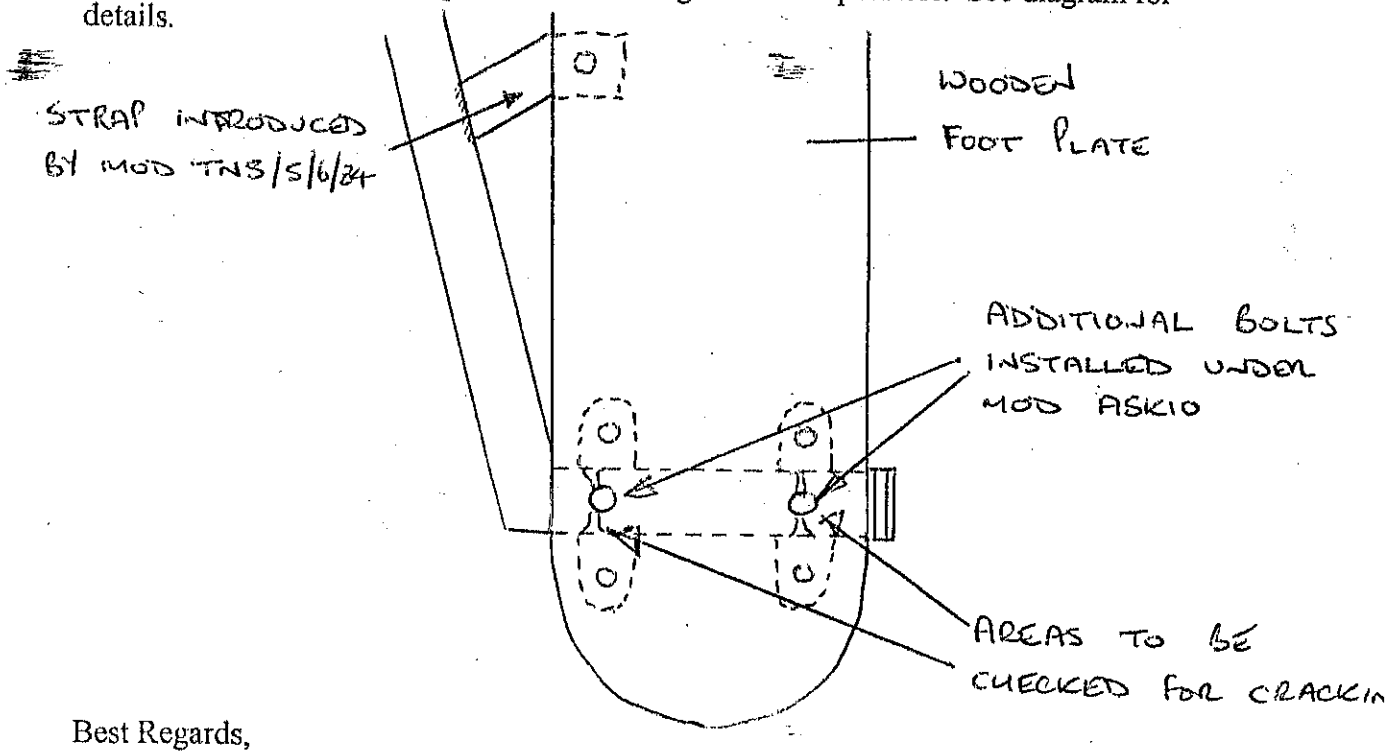
7 February 2000

FRONT RUDDER PEDAL FAILURE -- RAFGSA K 13 S/N 13615, BGA4581, R7

Dear Dick,

The above defect was found during the pre flight checks of the flying controls and if had not been detected would have probably resulted in partial or total loss of rudder control..

The pedal tube was found to be totally fractured in the area where a hole had been drilled and bolt introduced to stop the foot plate twisting. I believe that this modification was introduced under Mod ASK10 by the RAFGSA and may affect other types such as Ka 7 and Ka 8. The mod approved by BGA TNS/5/6/84 introduced a welded strap which would appear to be a better method of preventing the foot plate twisting. I would suggest that any of the above types that have had holes drilled and additional bolts fitted to their rudder pedals be inspected for cracking as soon as possible. See diagram for details.



Best Regards,

Bob Spiller, IC602ME, Clevelands Gliding Club.

From : LET Product Support Dpt. PHONE No. : 420 632 564113 Jan. 26 2000 7:41AM P01

LET, a.s.
686 04 Kunovice
Czech Republic

BLANK

FROM: LET a.s.
TO: International Sailplane Services
ATT.: Terry Joint
FAX: 00 44 1420 542003
COUNTRY: UK
PAGES: 1/1

YOUR REF.: OUR REF.: 69/OTS/00 CONTACT PERSON: Josef Bár/PSD DATE: 25/1/2000

Subj : Mandatory Bulletin L13/085a

Dear Sir ,

We must apologise for ambiguity in text of Mandatory Bulletin L13/085a in step 2. We would like to inform and confirm you that either of the specified method is sufficient. In case you have carried out part one of the test (conductivity) no hardness test is needed.

Best regards
Radek Kamarád
Product Support Manager

Customer service
tel.: +420 632-564485, fax: +420 632-564113
e-mail: ots@let.cz, internet: www.let.cz

LS3 / LS4 / LS6 / LS7 / LS8. TNS 3/4/00

Rolladen-Schneider Flugzeugbau GmbH LBA-No. EB-4 / I-B16	Technical Bulletin No. 3051	LS3	Page 1 of 1 Edition 14.Sep.99

APPLICABLE ALSO TO. LS4 Series + LS.6 + LS8. & LS7.

Subject: Jamming of air brakes in extended position.

Effectivity: **All LS3 models, all serial numbers** (454, 3000 to 3468)
(Versions LS3, LS3-a and LS3-17)

Accomplishment: Before next flight

Reason: Contrary to procedures outlined in Flight Manual, water entering air brake boxes is not always removed after flight. This water causes corrosion at air brake levers.
Long time corrosion at bearings may result in such excessive play, that in one case air brakes could **not be retracted during approach to landing.**

Material and Instructions: **To be checked by the operator:**

1. Check air brake levers in wing for corrosion at lower end.
2. Check air brakes for jamming/locking during retracting under load: Simultaneously apply about 25 kg <55 lbs> to the rear at each lever without twisting upper member and retract.
3. Shorten lower member at outer end such, that in retracted position the outer end distance from outer bolt of cover blade is between 10 to 20 mm <0.4 to 0.8 in> (Assemble washers/bushes as found during disassembly; use new self-locking nuts 6 mm thread M6 according to LN 9348 or M6-8 according to DIN 985, width over flats 10 mm).
4. Add the following page to the Maintenance Manual:

LS3	page 14-6
LS3-a	page 14-4
LS3-17	page 14-4

To be performed by repair station / inspector:

5. When under the load according to item 2 any kind of jamming on wing occurs, bearings must be replaced according to repair instruction "Air Brake Levers" immediately.
6. With corrosion existent, but no jamming, bearings must be changed within 6 months.

Weight and Balance: Not affected.

Remarks: Accomplishment of items 1 to 4 by operator. Without negative findings, the inspection should be entered into logbook by the operator and acknowledged by inspector during next annual inspection.
Accomplishment of items 5 to 6 by national authority approved repair station.

Accomplishment must be entered into TB-AD-Accomplishment List in Maintenance Manual.

LBA-approved:

LUFTFAHRT-BUNDESAMT 10 BRAUNSCHWEIG

04. 11. 99

Prepared: 18. Oktober 1999	Verified:

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Hints regarding disassembly and assembly of air brake levers and exchange of bearings

1) Disassemble upper and lower air brake blades.
Note size and distribution of bushes and washers to avoid unnecessary trying during assembly. The same applies to disassembly of levers.
2) With heavy corrosion **cautious** spraying of metal parts with corrosion solvent (for instance Caramba) may be required; prefer to apply solvent using pointed artists brush. Because oil and solvent may reduce bonding considerably, cover structure in case of spraying. In the end the repair opening must be closed again.
3) Check whether rod end bearing 13 at top of lever is still straight and pressed-in bearing outer ring fixed. Before removing rod end, measure distance between upper and lower bearing centres.
4) When exchanging lower bearings at levers, do not forget inner bearing spacer 11 (Principle see picture 1), to avoid bracing of ball bearings. Spacer length must be identical to inner bearing distance.
5) When new levers should be required, bushes and washers must be placed such, that upper air brake cover sits centrally in air brake cut-out. In span direction the cover must have at least 1 mm <0.04 in> of gap at the inner end and at least 2.5 mm <0.1 in> of gap at the outer end. With too small gaps or without these gaps the cover will touch ends and, depending on wing bending, protrude from section contour more or less.
6) Use new locknuts during assembly. Positively check tightening of bolt and nut connections.
7) During final functional check of system, covers of both left and right air brakes should lower simultaneously onto wing cut-out. Outer ends of covers must touch down about 5 mm <0.2 in> before inner ends.
8) Locking force of both air brakes measured at cockpit lever must not exceed 20 kg <44 lbs>.

For **LS6, LS6-a and LS6-b**, before cutting openings in front of spar, water ballast bags must be removed:

a. Water ballast bags are kept straight by nylon cord routed from bag end via caged pulley to root rib, tension about 10 kg <22 lbs>.
b. Open end knot at root rib and enlongate cord by about 15 m <42 ft> braided nylon cord. Heat seal ends, connect auxiliary cord to free end not by knot (this would not pass caged pulley), but by stitching for about 50 mm <2 in> in length.
c. When a bag is removed without auxiliary cord, then an opening must be cut near the pulley for installation of new cord.
d. Disassemble valve from root rib and pull bag through root rib opening. Open stitching and secure both auxiliary cord ends at root rib such, that they can not disappear into wing.

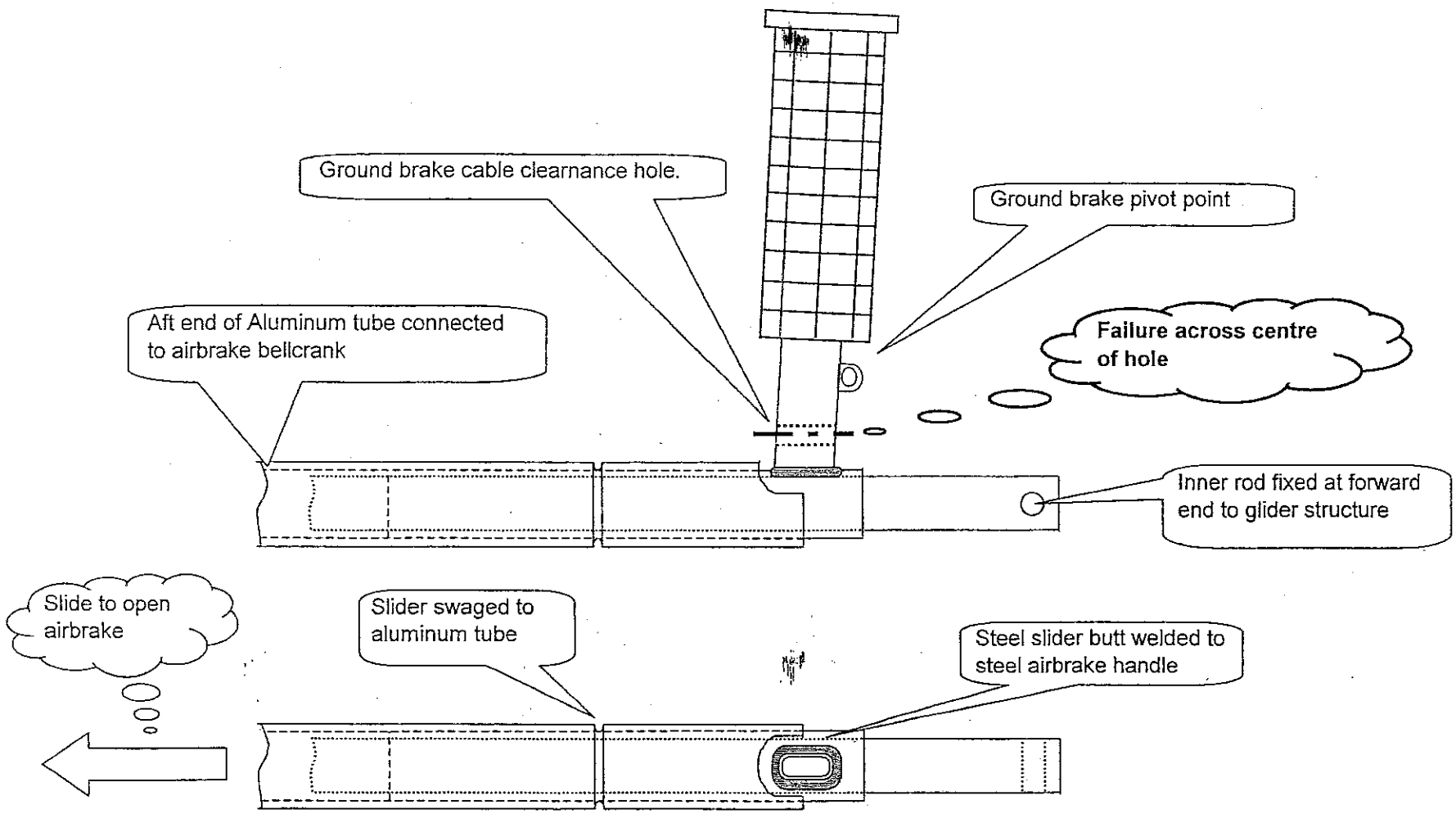
Assembly:

a. Connect nylon cord from bag end to auxiliary cord again by stitching.
b. Place bag with seam to leading edge, roll bag and insert into root rib cut-out, pull cautiously at only at auxiliary cord.
c. Disconnect auxiliary cord from nylon cord. Apply approximately 10 kg <22 lbs> tension and place end knot as shown. Do not cut surplus free end off, fix at root rib using tape.
d. When each wing has it's own valve, check play between fuselage lever and stem for about 2-3 mm <0.08 to 0.12 in>. Adjust at fuselage lever, when required. With existent tail fin tank, this must open before or at least simultaneously with wing tanks.
e. Fill bags according to details given in Flight Manual, check for tightness, proper discharge and equal discharge times.
f. When discharge time exceeds 4.5 minutes, the bag may possibly be twisted in wing. When not tight – water dripping from one of the drain holes, the fault must be searched and cleared, this necessitates disassembly again.

End knot for water ballast bag cord

Check air brakes for jamming/locking during retracting under load:

		Inspector
1	Check air brake levers in wing for corrosion at lower end.	
2	Check air brakes for jamming/locking during retracting under load: Simultaneously apply about 25 kg <55 lbs> to the rear at each lever without twisting upper member and retract.	
3	When under the load according to item 2 any kind of jamming on wing occurs, bearings must be replaced according to repair instruction "Air Brake Levers" immediately.	
4	With corrosion existent, but no jamming, bearings must be changed within 6 months.	



Junior HRG - Airbrake Lever Failure at SGU (Portmoak 20/02/00)

TNS 3/4/00

Mailed to owners - 28/03/00

Airworthiness Directive

2000-086

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

Rolladen-Schneider

Effective Date: March 23, 2000

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Rolladen-Schneider, Egelsbach, Germany
Type:	LS 8-a
Models affected:	LS 8-18
Serial numbers affected:	all
German Type Certificate No.:	402

Subject:
Wings, water-tanks, drain tube of outer tank in wing leading edge

Reason:
There have been found closed outer tank drain tubes in the outer wing tank. The reason could be a chemical reaction and / or frost and the additional outer tank draining tube could be unusable and leaky against the inner tank.

Action:
The outer wing tank draining tubes must be closed. Insert a special note into the logbook that the draining holes were closed. The action must be done in accordance with the Technical Note of the manufacturer.

Compliance:
Action must be done before the next flight with water ballast.

Technical publication of the manufacturer:
Rolladen-Schneider Technical Bulletin No. 8006/2 Edition 10.Feb.00 which becomes herewith part of this AD and may be obtained from Messrs.:

Rolladen-Schneider
Flugzeugbau GmbH
Mühlstrasse 10

D- 63329 Egelsbach
Federal Republic of Germany
Phone: ++ 49 6103 204126
Fax: ++ 49 6103 45526

Accomplishment 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!

Rolladen-Schneider Flugzeugbau GmbH LBA-No. EB-4 / I-B16	Technical Bulletin No. 8006 / 2	LS8-18 LS8-a	Page 1 of 1 Edition 10.Feb.00

Subject: Drain tube of outer tank in wing leading edge.

Effectivity: **Sailplane LS8, Versions LS8-18 and LS8-a**

Accomplishment: **For LS8-18: Before next flight with water ballast.**
For LS8-a: optional

Reason: Closing of outer tank drain tube in the outer tank, because due to chemical reactions and frost the additional outer tank draining tube may become unusable, i.e. become leaky against the inner tank.

Material and Instructions:
1. Disassemble valve at outer tank.
2. Roughen drain tube end in outer tank through outlet opening.
3. Close tube end using the following mixture:
   140 gr. resin/hardener mixture, thickened with 10 gr. cotton flocks white and 8 gr. Aerosil. (**100 g <3.53 oz> resin Scheufler L285 with 40 g <39.97 oz> hardener 285**).
4. For curing, place wing vertical on leading edge, but with root rib slightly lowered.
5. Re-install valve, check adjustments and perform water test (See Maintenance Manual chapter 4).

Weight and Balance: Not affected.

Remarks: Enter accomplishment into logbook: Outer wing tank draining tubes closed according to TB 8006 /2.
Accomplishment must be entered into logbook and TB-AD-Accomplishment List in Maintenance Manual, page 14-1 and signed by inspector.

LBA-approved:

LUFTFAHRT-BUNDESAMT 10 BRAUNSCHWEIG

21. 02. 00

Prepared: 10. Februar 2000	Verified:

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Airworthiness Directive 2000-074

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

Schempp-Hirth

Effective Date: March 09, 2000

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	Schempp-Hirth, Kirchheim/Teck, Germany
Type:	Ventus-cT and Discus-bT
Models affected:	Ventus-cT and Discus-bT
Serial numbers affected:	Ventus-cT - S/N 161 up to 185; Discus-bT - S/N 120 up to 160
German Type Certificate No.:	825 and 863

Subject:
Engine mount - Cracks in the engine mount structure

Reason:
Cracks were found in the steel tubes of the engine mounting near the welding seams. The material used within a certain period was not sufficiently resistant against this vibration loads.

Action:
1. Inspect the steel tubes next to the welding seams of the lower engine mount for cracks. If cracks were found, the engine mount must be removed and returned to the manufacturer.
2. Replace the engine mount.

The actions must be done in accordance with the Technical Notes of the manufacturer.

Compliance:
Action 1 must be done before each flight.
Action 2 must be done on December 31, 2000 at latest.

Technical publication of the manufacturer:
Schempp-Hirth Technical Note No. 825-23 / 863-6 dated January 11, 2000 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 7298-199

Accomplishment 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!

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.

TNS 3/4/80

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) R3
In case of any difficulty, reference should be made to the French original issue.

SN CENTRAIR

Type 101 Sailplanes

Speed Brakes (ATA 27)

1. AIRCRAFT CONCERNED

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

2. REASONS

Replace the speedbrake lever in the fuselage for sailplanes not equipped with the latest version,

Detect cracks in the airbrakes control system in the fuselage.

3. MANDATORY ACTIONS

3.1. Speedbrake lever :

Replace the speedbrake lever in accordance to referenced Service Bulletin on all sailplanes which have not received the modification 101-20 (S/N up to 101A627 not modified in repair or in application of previous issue of this Airworthiness Directive - please refer to sailplane log book).

3.2. Cracks detection :

Inspect the speedbrake control circuit in the fuselage according to referenced Service Bulletin.

If cracks are detected, contact SN CENTRAIR before next flight.

.../...

G

4. COMPLIANCE

Actions required in paragraph 3.1. must be performed before next flight.

Actions required in paragraph 3.2. must be performed at the effective date of this Airworthiness Directive for the control requested by the referenced Service Bulletin revision, at each annual inspection and at each major inspection before next flight.

REF. : CENTRAIR Service Bulletin No. 101-16 Rev.4 dated December 15 ,1999.

This Revision 3 replaces the Airworthiness Directive 95-261(A) R2 dated February 24, 1999.

EFFECTIVE DATES :

Original AD	**:**	**DECEMBER 16, 1995**
Revision 1	**:**	**DECEMBER 16, 1995**
Revision 2	**:**	**MARCH 06, 1999**
Revision 3	**:**	**FEBRUARY 05, 2000**

□□=

OLYMPIA 2B. BGA909.

Fault found on rudder during annual C of A inspection.

Play at lower hinge suggested worn bush, however removal of the lower hinge capping revealed a more serious fault.

The bush which is normally retained in the 'U' shaped saddle by a weld top and bottom had come loose and moved rearwards by approx. 5 m/m, impacting on the rudder post. (At this stage it was thought that pilots pressing on both pedals together could have caused this to occur.!)

The rudder was removed and as the old bush was worn a new one was securely fitted.

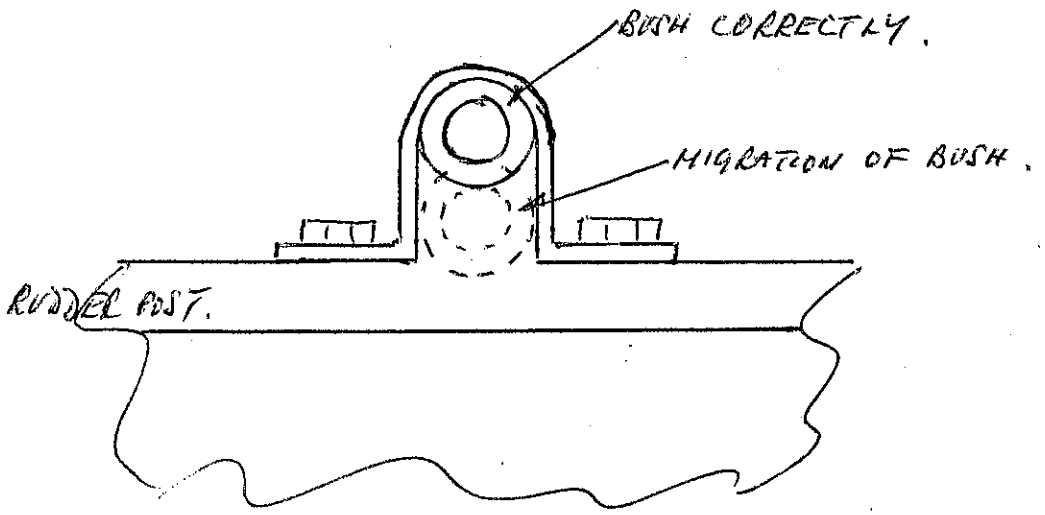
The three hinge pins attached to the stern post were checked for correct alignment and the rudder offered up for refitting and at this stage it was found that the three bushes/saddles were not in alignment.

The centre saddle (which already had a packing block attached) was removed and a new packing block made up 1.5m/m thicker and then refitted.

Subsequently the rudder fitted correctly without mis-alignment.

Rudder fabric to access centre saddle made good and repainted as original.

The three hinge system does not allow any scope for mis-alignment and stress probably caused the lower hinge (because it is in line with the pull of the rudder cables) to eventually break free and find it's 'true alignment' allowed by the void in the 'U' shaped saddle.



Paul Rice I/C/1171.

Copy to HTA. TNS 3/4/00

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. : 1999-055(A) R1
In case of any difficulty, reference should be made to the French original issue.

SN CENTRAIR

Type 201 sailplanes

Rear canopy (ATA 56)

1. AIRCRAFT CONCERNED

This Airworthiness Directive concerns type 201 sailplanes, all models all serial numbers.

2. REASONS

This Airworthiness Directive makes the modification of the rear canopy jettison system mandatory, thus increasing its operational safety. The new system is available from SN CENTRAIR as an installation kit referenced 201BE1580.

The referenced Service Bulletin incorporates in its revision a check of the jettison system modification, following difficulties observed during its implementation.

3. MANDATORY ACTIONS

3.1. Apply the modifications described in referenced Service Bulletin,
Record application of the modification in the Aircraft Logbook.

3.2. Perform a visual inspection to ensure that the installation of the kit has strictly complied with the instructions joined to referenced Service Bulletin.

Record inspection of the modification in the Aircraft Logbook.

4. COMPLIANCE

Actions required in paragraph 3.1. must have been performed before May 31, 1999.

Actions required in paragraph 3.2. must be performed before next flight following the effective date of this Airworthiness Directive Revision.

.../...

n/OG

TNS 3/4/00.

Issue 1
February 2000

PZL–BIELSKO SZD–45A OGAR MOTOR GLIDERS

PART ONE – SERVICE BULLETINS MADE MANDATORY BY THE POLISH GENERAL INSPECTORATE OF CIVIL AVIATION

SB No.	*Description*	*Applicability – Compliance – Requirement*
BE–014/78	T.B.O. for propeller hub assembly.	Applicable to SZD–45A motor gliders as detailed in Service Bulletin. Compliance required as detailed in Service Bulletin.
BE–020/80	Carburettor membrane check.	Applicable to SZD–45A motor gliders fitted with Limbach engines. Compliance required as detailed in Service Bulletin.
BR–21/80	Replacement of the fitting fixing the out-rigger of the tail wheel.	Applicable to SZD–45A motor gliders as detailed in Service Bulletin. Compliance required as detailed in Service Bulletin.
BR–024/84	Inspection of the condition of muffler brackets.	Applicable to SZD–45A motor gliders as detailed in Service Bulletin. Compliance required as detailed in Service Bulletin.
BE/R–026/96	Conditions of an extension of service life to 2000 hours.	Applicable to SZD–45A motor gliders with minimum 600 hours flown. Compliance required as detailed in Service Bulletin.

PART TWO – CAA ADDITIONAL AIRWORTHINESS DIRECTIVES

CAA AD No.	*Description*	*Applicability – Compliance – Requirement*
0837 PRE 78	GLASS-FIBRE FUEL TANK Electrical Bonding check of the glass-fibre fuel tank.	Applicable to SZD–45A motor gliders. Compliance required every 50 hours.

SAFETY REGULATION GROUP

Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
UNITED KINGDOM

Direct Dial +44(0)1293 573150
Direct Fax +44(0)1293 573993

Switchboard +44(0)1293 567171
Fax +44(0)1293 573999
Telex 878753
Internet Email ad.unit@srg.caa.co.uk

CIVIL AVIATION AUTHORITY

Our ref 9/97/CtAw/241

20 March 2000

AUSTRO CONTROL AIRWORTHINESS DIRECTIVE NO. 101
ROTAX 912-A, 912-F AND 914-F SERIES ENGINES
INSPECTION RESPECTIVELY EXCHANGE OF THE PROPELLER-GEARBOX

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

The provisions of Article 9(7) of the Air Navigation (No.2) 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.

W R TROWELL
Applications and Certification Section

AIRWORTHINESS DIRECTIVE

No. 101

Rotax 912 A-Series
Rotax 912 F-Series
Rotax 914 F-Series

1. Affected Engine:
   a) Rotax 912 A-Series, S/N 4,410.330 up to S/N 4,410.366 incl.
   b) Rotax 912 F-Series, S/N 4,412.781 up to S/N 4,412.791 incl.
   c) Rotax 914 F-Series, S/N 4,420.128 up to S/N 4,420.156 incl.
   d) Exchange propeller-gearboxes, S/N 15081, 15139, 15341, 15559 up to 15562 incl.

2. Subject: Inspection respectively exchange of the propeller-gearbox

3. Reason: The friction torque of the propeller shaft could be beyond designated values

4. Action: All affected Rotax 912 A-Series, Rotax 912 F-Series and Rotax 914 F-Series must comply with the actions required by Bombardier-Rotax Service Bulletin No. 912-027R1 and No. 914-010R1 respectively, issued February 2000, which becomes herewith part of this AD

5. Compliance: Inspection respectively exchange of propeller-gearbox according above Service Bulletins within 10 hours of operation

6. Accomplishment: The required action has to be accomplished by the manufacturer, or through an approved service centre or by a licensed/qualified person. An entry into the aircraft/engine Log has to be done

Airworthiness Directive

1984-198/2

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

Scheibe

Effective Date: April 20, 2000

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	Scheibe-Flugzeugbau, Dachau, Germany
Type:	SF 25
Models affected:	SF 25 C „Falke"
Serial numbers affected:	■ S/N.: 4356C, 44148, 44161, 44162, 44165, 44167, 44168, 44170 up to 44172, 44175, 44176 and 44179 up to 44354
	SF 25 E „Super-Falke"
	■ S/N.: 4323 up to 4362
	SF 25 K „Falke"
	■ S/N.: 4902 up to 4906
erman Type Certificate No.:	653

Subject:
Flight Controls - Bearings in the control stick

Reason:
The spherical slide bearings, installed in accordance with AD-No. 84-198 (Scheibe SB-No. 653-47) wear out very soon and are no longer available.
When the installed spherical slide bearings are worn out, the complete control stick must be modified.

Action:
Modification of the control stick assembly in accordance with the Technical Notes of the manufacturer.

Compliance:
1. Before the next flight, if a double-row self aligning ball bearing is found in the control column or
2. When the spherical slide bearings (installed in accordance with AD-No. 84-198) are worn out and must be replaced.

Technical publication of the manufacturer:
Scheibe Service Bulletin No. 653-47/2 dated February 22, 2000 which becomes herewith part of this AD and may be obtained from Messrs.:

Scheibe Flugzeugbau GmbH
August-Pfalz-Str. 23

D- 85221 Dachau
Federal Republic of Germany
Phone: ++ 49 8641 690026

Accomplishment 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.

Note:
This AD supersedes the AD-No. 1984-198 dated November 29, 1984.

Holders of affected aircraft registered in Germany have to observe the following:

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!

Subject: Bearings in the control stick

Affected:

SF 25 C „Falke", Serial-N°:	4356C, 44148, 44161, 44162, 44165, 44167, 44168, 44170 – 44172, 44175, 44176, 44179 – 44354
SF 25 E „Super-Falke", Serial-N°:	4323 – 4362
SF 25 K „Falke", Serial-N°:	4902 – 4906

The different models and serial numbers of SF 25 motorgliders listed above are equipped with longitudinal and lateral control system consisting of two separate sticks. SF 25 with the older "fork" control stick are not affected.

Urgency:

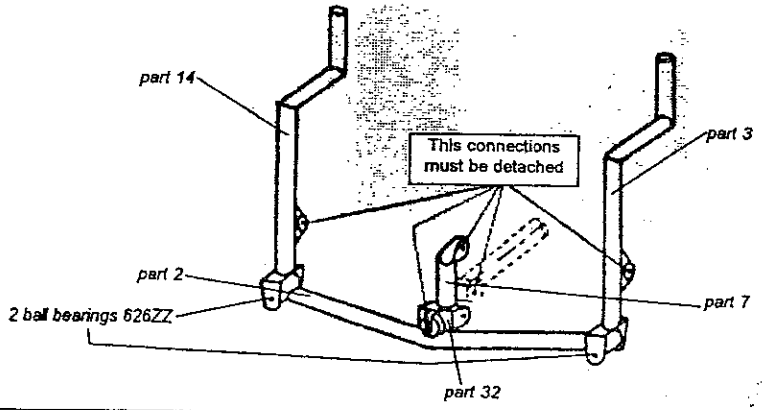
a) Before the next flight, if a double-row self aligning ball bearing 14 C 6 is to be found in the control column parts 2, 3, 7 and/or 14 (see below sketch) or
b) when the spheric slide bearings GE 8 E installed in accordance with TM 653-47 are worn out and must be replaced.

Reason:

The spheric slide bearings GE 8 E according to TM 653-47 wear out very soon and are no longer obtainable.
If these spheric slide bearings must be replaced, the complete control column (Parts 2, 3, 7 and 14 according to 653E-41-S10 and part 32 according to 653E-41-S10E1) must be modified according to 653E-41-S10 change d.

Actions:

New slide bearing supports must be welded to the parts 2, 3, 7 und 14 (see below sketch) according to 653E-41-S10 change d and 653E-41-S10E1.
The old Part 33 of 653E-41-S10 located between part 2 and 7 is to be replaced by the new part 32 according to 653E-41-S10E1.
With the exception of the spheric ball bearing 14 C 8 at part 2 of 653-41-S10E1 all the other bearings are spheric slide bearings (1x SSCP 8 IH und 2x SSCP 6 IH). All the slide bearings are fixed with Loctite 270. Apply 2 new chime rings at each bearing.
Replace the additional 4 ball bearings 626 ZZ at part 2 of 653E-41-S10.



Material:

2x bearing supports (part 35 of 653E-41-S10 change d)		and
1x bearing support (part 6 of 653E-41-S10 change d)		and
1x bearing support (part 2 of 653E-41-S10E1)		
Spheric slide bearing		1x SSCP 8 IH with 2x chime rings
	and	2x SSCP 6 IH with 2x chime rings
Spheric ball bearings		1x 14C8 with 2x chime rings
Ball bearing		4x 626 ZZ

Weight and Balance: —

Remarks:

The modification has to be performed only by the manufacturer
SCHEIBE Flugzeugbau GmbH
or
by a maintenance organisation, authorized by the manufacturer
or
a service station, approved in accordance with JAR 145.
The modification has to be certified in the log book by an authorized inspector.

SCHEIBE Flugzeugbau GmbH
Dachau, 02/22/2000
LBA I- EB 2

Musterprüfleitstelle
(Haferkorn)

LBA- approved:
Anerkannt durch
Luftfahrt-Bundesamt
02. März 2000

This service bulletin was originally written in German and is approved by the German LBA
The translation has been accomplished to best of our knowledge and judgement.
In case of doubt, the German original is authoritative.

RD AVIATION LIMITED

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25 Bankside
Kidlington
Oxford
OX5 1JE

24 March 2000

BOGUS PARTS. ?

Alexander Schleicher GmbH
Huhnrain 1
Poppenhausen/Wasserkuppe
36163 Germany

Dear Sirs,

Schleicher Part No 130.511.270

We have been contacted by a customer with a ASK13 who has a fractured aileron control wing root bracket. We have supplied a replacement part. On examining the broken part, we note that does not carry your inspectors stamp imprinted on the bracket.

The broken bracket is enclosed and I suspect that the part may be of local manufacture. As this item is part of the primary flight control circuit, I would be grateful if you could examine the part and let me have your comments.

Yours sincerely,

R Feakes
BGA Inspector No I/C 808E

Copies to: BGA, Attn Chairman Technical Committee
Zulu Glasstec, UK Schleicher Agent

Airworthiness Directive 2000-067

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

Rolladen-Schneider

Effective Date: March 09, 2000

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Rolladen-Schneider, Egelsbach, Germany
Type:	LS 8-a
Models affected:	LS 8-a
Serial numbers affected:	all
German Type Certificate No.:	402

Subject:
Flight and Maintenance Manual

Reason:
The manuals must be adapted to the applicable airworthiness requirements; the loading range will have to be checked on the basis of the tables and, if applicable, a modification of placards as well as an entry into the flight manual will be required.

Action:
Exchange of pages into the Flight Manual and Maintenance Manual, check cockpit load range according tables and if necessary, correct cockpit placards and enter values into the AFM.

The action must be done in accordance with the Technical Bulletin of the manufacturer.

Compliance:
Action must be done within the next 3 months at latest.

Technical publication of the manufacturer:
Rolladen-Schneider Technical Bulletin No. 8007 Edition 25.Nov.99 which becomes herewith part of this AD and may be obtained from Messrs.:

Rolladen-Schneider
Flugzeugbau GmbH
Mühlstrasse 10

D- 63329 Egelsbach
Federal Republic of Germany
Phone: ++ 49 6103 204126
Fax: ++ 49 6103 45526

Accomplishment 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!

PAWNEE A/D 95-12-01

ACE-96-10
December 9, 1996

INTRODUCTION:

The purpose of this Special Airworthiness Information Bulletin is to provide owners/operators with information pertaining to Airworthiness Directive (AD) 95-12-01. The information contained in this bulletin provides results of the first round of inspections and approved alternative methods of compliances (AMOC's) granted to date.

BACKGROUND:

AD 95-12-01 requires inspection of the wing forward spar fuselage attachment assembly within 12 calendar months after the effective date (July 7, 1995) and thereafter at intervals not to exceed 24 calendar months (except as noted in paragraph (h) of AD 95-12-01). The inspection requires a visual inspection of the wing forward spar fuselage attach cluster for damage, a dye penetrant inspection of the wing forward spar fuselage attachment assembly for cracks, and an ultrasonic inspection of the wing forward spar fuselage attachment assembly for corrosion. Results of the dye penetrant and ultrasonic inspections are required to be sent to the Federal Aviation Administration (FAA), Atlanta Aircraft Certification Office (ACO) within 10 calendar days after completion of the inspections.

The Atlanta ACO has conducted a review of the 336 submitted inspection reports where 21 pertain to the Model PA25, 276 pertain to the Model PA25-235 and 39 pertain to the Model PA25-260. The fleet time-in-service (TIS) values range from 466 to 11901 hours TIS. Fifteen reports were received on aircraft operating in Normal Category; 260 reports were received on aircraft operating in Restricted Category; and 61 of the reports did not specify the category of operation. Fifteen aircraft reported failing the ultrasonic inspection requirements of AD 95-12-01 and nine reported failing the dye penetrant inspection requirements of AD 95-12-01.

The "INSPECTION PROCEDURES" section in the Appendix to AD 95-12-01 for the ultrasonic inspection requirements specifies minimum thickness values for the wing forward spar fuselage attachment fitting assembly. The wing forward spar fuselage attachment assembly is depicted in Figures 3a, 4a, and 5a of AD 95-12-01 and is comprised of part number (P/N) 61006-0, front spar fitting, and P/N 61005-0, fitting assy-front spar, for the PA25 Model; and P/N 64003-0, front spar fitting, and P/N 64412-0, fitting assy-front spar, for the PA25-235 and PA25-260 Models. The individual fittings are welded integrally to the fuselage tubular cluster to form an attachment fitting assembly. Ultrasonic inspection of the fitting "ears" will determine the presence of internal corrosion in the fitting assembly.

Readings obtained on the wing forward spar fuselage attachment fittings for the PA25 outside surfaces (most forward and most aft surfaces of the fitting "ears") should range from a minimum of .085-inch and should not exceed .107-inch; and for the PA25 inside surfaces should range from a minimum of .055-inch and should not exceed .070-inch. Similarly, for the PA25-235 and PA25-260 Models the outside surfaces should range from a minimum of .055-inch and should not exceed .070-inch; and the inside surfaces should range from a minimum of .085-inch and should not exceed .107-inch.

Several owners/operators have contacted the Atlanta ACO for AMOC's due to the presence of a modification in the area subject to the AD inspection. For these owners/operators, the ultrasonic inspection procedures were revised and tailored for inspection of the modified area. Similarly, if values exceeding the acceptable values stated above are obtained, the aircraft may have been modified and require an AMOC.

RECOMMENDATIONS:

The information contained in this bulletin is being provided in response to numerous inquiries regarding the required ultrasonic inspection, adjustment of the repetitive inspection interval and approvals for terminating action to the inspection requirements. Based on the inspection results, the FAA does not intend to alleviate the requirement for the ultrasonic inspection or adjust the repetitive inspection interval, at this time. The results for the first round of fleet inspections do not provide sufficient justification to warrant relieving the inspection requirements. The FAA will continue to monitor the results and should sufficient data be gathered to warrant an adjustment, additional airworthiness action will be initiated.

To date, three Supplemental Type Certificates (STC's) have been issued which provide terminating action to the repetitive inspection requirements of AD 95-12-01. The following information specifies the STC number, eligibility, and holder:

	STC Number	Model Eligibility	STC Holder
1.	SA00992AT	PA25, PA25-235, and PA25-260	Kosola and Associates, Inc., P.O. Box 3529Albany, GA 31706 (912) 435-4119
2.	SA01073AT	PA25-235 and PA25-260	Schweizer Aircraft Corporation P.O. Box 147 Elmira, NY 14902 (607) 739-3821
3.	SA01154AT	PA25-235 and PA25-260*	The STC Solution, Inc., 12940 S.W. 70th Avenue Miami, FL 33156 (305) 597-4251

* - STC SA01154AT is eligible on aircraft that meet or exceed the parameters presented in the Appendix to AD 95-12-01. The inspection specified in the Appendix to AD 95-12-01 must be accomplished within 12 calendar months prior to the installation, and a visual inspection for corrosion and a dye penetrant inspection for cracks must be accomplished immediately prior to the reinforcement installation. If any cracks and/or corrosion is discovered, the aircraft is not eligible for the subject reinforcement installation.

NOTE: Modification in accordance with an STC specified above does not alleviate the routine maintenance requirements (annual/100-hour inspections) in accordance with FAR Part 43 of the subject area.

FOR FURTHER INFORMATION CONTACT:

Christina Marsh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; facsimile (404) 305-7348.