# British Gliding Association – Technical Committee

## Technical News Sheet 09/10/00

Part 1 Airworthiness issues (all categories)

1.1 **AVO 68 – v Samburo** LBA AD 2000-096 (Mandatory)
Inspection of elevator connection before next flight

1.2 **AVO 68 – v Samburo** LBA AD 2000-361 (Mandatory)
Elevator – Damaged rear fitting on the elevator. Inspection before next flight

1.3 **ASW 27** LBA AD 2000-305 (Mandatory)
TN No6
Flight, Maintenance and Repair manual amendment

1.4 **DG300** BGA 009/10/2000 issue 1
BGA Recommended inspection of possible water ingress to elevator controls in fin.
Details enclosed.

1.5 **Glasflugel 304, Mosquito & Mosquito B**
LBA AD 2000-318 (Mandatory)
TN 303-22 and 304-9
Extension of service time and supplements of flight and operations manual.

1.6 **MDM – 1 FOX** SB Nr BO 15/00 (Mandatory)
Introduction of cable clamp for the trim spring.

1.7 **Piper Cub series** (high wing) SB 1044
Access and inspection of wing struts and spar fittings inspections

1.8 **Scheibe SF34** LBA AD 2000-299
SB 336-9
Fuselage structure inspection.

1.9 **K13** BGA 008/10/2000 issue 1
BGA Recommended inspection of possible damage to aileron and speed brake control bell crank support brackets.
Details enclosed.

1.10 **Taifun 17E** SB 05/818 (Korff & Co. Kg)
Safety Inspection/replacement of main wing attachment pin.
(German version only available at present) LBA AD expected soon.

1.11 **Ventus bT**
**Ventus 2cM** LBA AD 2000-342 (Mandatory)
TN 825-24
Attachment of forward spindle drive mounting bracket, attachment of pylon and revisions of maintenance manual.

1.12 **Slingsby Dart 15/17M** TI No 109/T51 issue 3 (Mandatory)
Inspection of Dart 15/17M Aluminium alloy (Dural) spar booms

Part 2 Modifications

None this TNS.

Part 3 General Matters

3.1 **Peel Ply**
To clarify the entry in the last TNS, Peel Ply is allowed to be used on glider repairs provided the following is applied:
Only approved products are used without a silicone lubricant or release agent.
Tim Macfadyen of the BGA Technical Committee wrote:

*"An Australian paper "The curse of the nylon peel ply" has caused considerable panic. It said don't use peel ply, it is a total disaster. The situation is not quite that simple.*

*Nylon is always coated with an adivage (lubricant) to enable it to be woven. Various substances are used but they all contain silicone. If nylon is then used as a peel ply some silicone is left on the composite and it prevents another composite layer sticking properly.*

*One supplier sells peal ply as part no P1801. This is "heat set and scoured". This means that it is pre shrunk and virtually all the silicone is washed out. P1801 has been used for many years by the aircraft industry and the manufacturers of the enormous fibreglass windmills. Various tests have shown it to OK and to give a better key than sanding.*

*British Aerospace Warton (Eurofighter wing production) use peel ply.*

*My conclusion is that P1801 is OK but any old unapproved nylon is definitely bad news"*

In addition to the P1801 the following manufactures have specified the following peel ply:
Slingsby – A100RPS (used on the firefly)(Aerovac)
DG – 98685, 98690, 98695 (Interglas)
LS – 98685. (Interglas)
LAK – 98685. (Interglas)
Please consult with the manufacturers if you require information for types not listed above. Peel ply must always be striped or coloured to ensure it has been completely removed prior to applying another composite layer.

Jim Hammerton
Chief Technical Officer

# British Gliding Association
# Aircraft Inspection

**Recommended**

| Number: | Issue: |
|---|---|
| 008/10/2000 | 1 |

Date: 23rd October 2000

Subject: Aileron/speed brake controls

Applicability: K13

Accomplishment: At Annual C of A inspection or when any problems or softness reported in aileron or speed brake controls.

Reason: Premature fatigue failure of bell crank support brackets possibly induced by high over centre loads in speed brake Control system.

Instructions: Access from rear of cockpit or with wings de-rigged. Inspect two off brackets mounted on each wing inboard rib. (total 4 brackets) for cracks or distortion. Replace any damaged brackets with a genuine Schleicher item. Check operation of controls paying particular attention to speed brake over centre loads.

Approved By
Jim Hammerton, Chief Technical Officer

# British Gliding Association
# Aircraft Inspection

**Recommended**

| Number: | Issue: |
|---|---|
| 009/10/2000 | 1 |

Date: 23rd October 2000

Subject: Water ingress into flying controls

Applicability: DG300 and other types with control tape on underside of surface

Accomplishment: At Annual C of A inspection and whenever control sealing tape is reapplied.

Reason: Rain and washing water collecting in top of fin in elevator drive cavity and the possibility of freezing or corrosion.

Instructions: With "T" tail removed, inspect for water accumulations in the elevator drive cavity. Inspect the condition of the bellows sealing the elevator control rod. If any water is found dry thoroughly and apply anti corrosion treatment if required.
Inspect the condition of the elevator sealing tape and ensure it does not extend up to the edge if the fin. This will help any water draining from the elevator area drain overboard and not into the fin.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

# Airworthiness Directive 2000-342

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

**Schempp-Hirth**

**Effective Date: September 29, 2000**

**Affected:**

| | |
|---|---|
| Kind of aeronautical product: | Powered Sailplane |
| Manufacturer: | Schempp-Hirth, Kirchheim/Teck, Germany |
| Type: | Ventus bT |
| Models affected: | Ventus-2cM, if equipped with a SOLO engine type 2625-01 (in accordance with Modification Bulletin No. 825-27) |
| Serial numbers affected: | 44, 46 up to 89 and 91 |
| German Type Certificate No.: | 825 |

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**Subject:**
Attachment of forward spindle drive mounting bracket, attachment of engine/propeller pylon and revisions of Maintenance Manual

**Reason:**
Attachment of forward spindle drive mounting bracket
Loosening of the four M6 bolts attaching the forward spindle drive mount to the CFRP fuselage structure

Attachment of engine / propeller pylon
Loosening or movement of the bolts attaching the pylon to the engine mount in the fuselage.

**Action / Compliance:**
A) Forward spindle drive mounting bracket
1. Inspection of the tightening load of the bolts before the next flight - if a movement is observed, continue with action A) 4.
2. Application of a coloured mark before the next flight
3. Inspection of the coloured mark before each flight
4. Replacement of the bolts and installation of a locking wire not later than June 30, 2001

B) Bolts attaching the pylon to the fuselage bracket
1. Inspection of the tightening load of the bolts before the next flight - if a movement is observed, continue with action C)
2. Application of a coloured mark before the next flight
3. Inspection of the coloured mark before each flight

C) Additional locking nut for pylon attachment
Modification of the left engine bay side wall and installation of additional locking nut not later than June 30, 2001

D) Maintenance Manual
Insert revised pages into the Maintenance Manual not later than June 30, 2001

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

**Technical publication of the manufacturer:**
Schempp-Hirth Technical Note No. 825-24 dated September 20, 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

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

# Airworthiness Directive 2000-318

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

## Glasflügel

Effective Date: October 05, 2000

**Affected:**

| | |
|---|---|
| Kind of aeronautical product: | Sailplane |
| Manufacturer: | Streifeneder, Grabenstetten, Germany |
| Type: | Glasflügel 304, Mosquito and Mosquito B |
| Models affected: | Glasflügel 304, Mosquito and Mosquito B |
| Serial numbers affected: | all |
| German Type Certificate No.: | 318 |

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**Subject:**
Extension of the service time and Supplements of the Flight- and Operation Manual

**Reason:**
The results of fatigue tests (subsequently carried out on wing spar sections) have demonstrated that the time in service of GFRP 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 Flight- and Operation Manual.
Facilitation of maintenance by supplementing the Flight- and Operation Manual.

**Action:**
Insert revisions of the Flight- and Operation Manual and whenever one of the various limits in service time is reached, an inspection is to be performed according to an „Inspection program for extending the service time" which may be obtained from the manufacturer.
The actions must be done in accordance with the Technical Notes of the manufacturer.

**Compliance:**
The action must be performed on reaching a service time of 6000 flight hours but not later than December 31, 2000.

**Technical publication of the manufacturer:**
Streifeneder Technical Note No. 303-22 and No. 304-9, both dated May 22, 2000 which becomes herewith part of this AD and may be obtained from Messrs.:

H. Streifeneder
Glasfaser-Flugzeug-Service GmbH
Hofener Weg

D- 72582 Grabenstetten
Federal Republic of Germany
Phone: ++ 49 7382 / 1032 Fax: ++ 49 7382 / 1629
E-Mail: streifly@aol.com

**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.

**Operators 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!

# Airworthiness Directive 2000-305

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

## Alexander Schleicher

Effective Date: October 05, 2000

**Affected:**

| | |
|---|---|
| Kind of aeronautical product: | Sailplane |
| Manufacturer: | Alexander Schleicher, Poppenhausen, Germany |
| Type: | ASW 27 |
| Models affected: | all |
| Serial numbers affected: | 27001 up to 27104 and 27106 up to 27118 |
| German Type Certificate No.: | 389 |

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**Subject:**
Exchange of pages into the Flight-, Maintenance- and Repair Manual.

**Reason:**
In case of continuous airworthiness the manufacturer corrected and modified some pages of the Flight-, Maintenance- and Repair Manual.

**Action:**
Exchange of some pages into the Flight-, Maintenance- and Repair Manual in accordance with the instructions given in the Technical Note of the manufacturer (action „B" of the Technical Note).

**Compliance:**
The exchange of the Aircraft Documents must done before the next annual inspection, but not later than December 31, 2000.

**Technical publication of the manufacturer:**
Alexander Schleicher ASW 27 Technical Note No. 6 dated May 16, 2000 which becomes herewith part of this AD and may be obtained from Messrs.:

Alexander Schleicher
GmbH & Co.
Segelflugzeugbau

D- 36163 Poppenhausen
Federal Republic of Germany
Phone: ++ 49 6658 89-0, Fax: ++ 49 6658 89-40
Mail: sales@alexander-schleicher.de

**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.