BGA ENGINEERING NEWS

Number 9, November 2001

Inspector Renewals

Thank you to all inspectors for working with us to help us through the last renewal and transfer to the new system of ratings. The vast majority of renewals went through without a hitch and most of the problems have been addressed.

If you find that a gremlin has crept in and your ratings are not what you expected please contact us.

To clarify one rating: MR – metal repair is for metal skin aircraft and is not required for tubular structure aircraft like K13's. The Repair (Wood, Composite) ratings cover the tubular structures of the airframe as before.

The "New" Tug inspector rating should be on line soon, but in the mean time if you held TOI Tug inspector you may continue to certify under the old privileges as before until you are transferred to the new system. Those inspectors who are not CAA Licensed Engineers will have to sit an examination to qualify. The examination is being set by the BGA.

ALAE

The Association of Licensed Aircraft Engineers has confirmed that as a BGA inspector you are entitled to join the association as a full member.

The association was formed to protect and enhance the status of certifying aircraft engineers by involvement with the CAA and JAA on matters concerning engineers. Membership has a number of benefits, some of which are; Legal advice, job opportunities, Pay and employment advice, monthly magazine, discounted tool purchases, discounted air travel, holidays and insurance.

I have some information packs or contact the ALAE direct on 01276 474888.

I can provide a BGA inspector conformation letter if required or just send a copy of your Authorisation certificate.

MODIFICATIONS

The Technical Committee quite often receives requests to approve modifications of a structural nature where components have been made up using a substitute material without prior approval. To ensure the safety of structurally significant modifications the BGA will investigate the use of substitute materials as applied for. If the substitute is unsuitable then the modification will be refused. We understand that the interests of the glider owner are at heart to avoid time out of action and the high standard of workmanship is not in question. Therefore we advise you not to take a chance on a particular material being OK without prior approval from the BGA.

The De-Havilland Gazette

As previously reported in *BGA Engineering News*, De Havilland Support has become the 'Type Design Organisation' for De Havilland aircraft. As a further service they have now published an informal news update in the form of a quarterly Gazette.

If you are in receipt of DH Technical news sheets you should receive a copy but if not, and you wish to subscribe for a very modest fee, and keep in touch with DH Aircraft, please contact DH Support on 01223 830090

New C of A's

There are many different standards of paperwork submitted for a new BGA glider C of A to be issued. Some come complete with the life history and others with nothing but a 267 and a cheque. To address this inconsistency the Technical Committee has agreed the minimum documentation required for the

issue of a new C of A on an approved type. You will find details in part 3 of the TNS.
The Technical Committee has also decided that ALL gliders being imported and put on the BGA register will be reweighed. The only exemptions will be New gliders weighed at the factory.
While on the subject of weighing, the technical committee has confirmed that gliders should be reweighed at **8-year** intervals (see part 3 of TNS)

Are you using the correct trestle?

Without mentioning names and not to cause embarrassment a rather unfortunate incident occurred a few weeks ago that could happen to any of us.
A 2 seater glider canopy was to be worked on and was placed on a small table with a protective foam sheet underneath. The foam overlapped the edges of the table and as the canopy was being worked on it started to move!!!!
Ever tried to catch a large slippery object moving away from you at high speed, well, the object will usually win.
The result - a very large bill for a new canopy!!!

We can all learn from this, how many times have you seen a wing on a trestle with a mattress size foam sheet on it? It's so easy not to notice it sliding off the trestle. The result could be an even bigger bill.
Always use the correct trestle with small foam padding if required, if appropriate use a protected board with an edge.
That little bit of inconvenience in finding the correct tool for the job could pay dividends with lower insurance premiums and less embarrassment.

Lucky Escape!

A recent incident report that should have been an 'Accident' report, but someone above must have been looking after this particular pilot on that day.
To fill the tail ballast it was easier to disconnect the elevator on this particular aircraft. However the elevator was not reconnected on completion of loading ballast.
The glider then flew for several hours following a normal winch launch. The pilot reported that apart from feeling a little nose heavy and up elevator was needed sooner during the launch everything appeared normal.
The glider landed at another airfield and the second launch was by aerotow. This is when it all went wrong. Fortunately the glider landed undamaged but the pilot's pride was severely dented.
The pilot in question was under pressure due to organising an event for the next day and was distracted several times during his pre-flight.
Yet another lesson to learn – if you are interrupted during an important job, either finish the job first then deal with the query or deal with the query and go over the whole job again.
(This would make an ideal *CHIRP* report)

On a lighter note-

What is this?

A completely automatic manufacturing machine, encased in untanned leather and mounted on four moveable vertical supports.
The front end contains the cutting and grinding equipment as well as headlights, air inlet and exhaust, bumper and foghorn. Lifting handles an option.
At the rear is the dispensing unit, waste discharge, high-pressure gas dump valve and automatic fly swatter.
The central section contains a hydromechanical conversion unit. This consists of four fermentation tanks connected by flexible plumbing. This section also contains the heating and automatic temp. control unit, hydraulic pump and ventilation system.
If positioned on a runway is immovable but may move without warning on its own.
There is an other version that has all the features except the dispensing unit and is mainly used for 'servicing' the first unit.

A) a cow.

Jim Hammerton
CTO.

British Gliding Association – Technical Committee

Technical News Sheet 09/10/01

This is the last TNS you will receive if you have not renewed your inspector Authorisation.

Part 1 Airworthiness issues (all categories)

1.1 All Gliders with centrally mounted instrument pods
BGA 021/10/2001 issue1 (Recommended)
Inspections and recommendations to prevent canopy jettison jam.
Details enclosed

1.2 Aeromot AMT-100, 200 EAD 2001-10-01 (Mandatory)
SB 200-27-078
Flight Controls, inspection of elevator driving rod
Detail enclosed

1.3 Centrair 101 SB 101-23 (Recommended)
Cable swaging instructions.
Details enclosed (in French. English version requested)

1.4 Centrair 201 SB 201-20 (Recommended)
Cable swaging instructions.
Details enclosed (in French. English version requested)

1.5 Centrair Alliance 34 SB 34-03 (Recommended)
Cable swaging instructions.
Details enclosed (in French. English version requested)

1.6 Centrair ASW20F & FL SB20-22 (Recommended)
Cable swaging instructions.
Details enclosed (in French. English version requested)

1.7 DG 800A & LA TN 873/25 (Mandatory)
Powerplant rear plate inspection
Details enclosed

1.8 DG 400 TN 826/42 (Mandatory)
Powerplant rear plate inspection
Details enclosed

1.9 Grob G102 Standard Astir III, Club Astir III, Club Astir IIIb.
LBA AD 2001-317 (Mandatory)
ASB 306-36
Grounding by LBA due to elevator flutter problems. Full details sent to owners. Brief Details enclosed.

1.10 Grob G109A BGA 022/10/2001 issue1 (Recommended)
Inspection of airbrake control rod.
Details enclosed.

1.11 Schempp-Hirth Ventus a, a16.6, b, b16.6, bT.
LBA AD 2001-258 (Mandatory)
TN 349-9, 825-9
Flap drive in fuselage modification. See AD for applicability.
Details enclosed

1.12 Schempp-Hirth Ventus a, bT, 2c, 2cT, 2cM.
LBA AD 2001-259 (Mandatory)
Landing gear inspection and modification
Details enclosed

1.13 Schempp-Hirth Discus a, 2b
LBA AD 2001-259 (Mandatory)
Landing gear inspection and modification
Details enclosed

1.14 Schleicher ASW 28 Maintenance instruction (Mandatory)
Inspection of aileron hinge pins.
Details enclosed

1.15 Rolladen-Schneider LS3 TB 3050 (Mandatory)
Flight and maintenance manual amendment
Brief details enclosed

1.16 Rolladen-Schneider LS3 TB 3052 (Optional)
Additional nose hook installation
Brief details enclosed

1.17 Rolladen-Schneider LS6 TB 6040 (Optional)
Additional nose hook installation
Brief details enclosed

1.18 SZD 50-3 Puchacz BGA 024/10/2001 issue 1 (Recommended)
Airbrake control inspection
Details enclosed

1.19 SZD 51-1 Junior BGA 020/10/2001 issue1 (Recommended)
Canopy latch inspection and modification
Details enclosed

1.20 SZD 51-1 Junior BGA 023/10/2001 issue1 (Mandatory)
Trim control knob inspection
Details enclosed

1.21 Rotax Engines ACG AD 103 Cancelled and superseded by AD 105 through 108 (TNS 05/06/01)

1.22 Rotax 912 SI-912-007 (Recommended)
Check of the fuel pressure gauge

1.23 Rotax 912 SI-912-008 (Recommended)
Fuel pressure indication problems

1.24 Rotax 912 SB-912-030
SB-912-030UL (Mandatory)
Cracks, wear and distortion on the carburettor flange

1.25 Rotax 914 SI-914-009 (Recommended)
Check of the fuel pressure gauge

1.26 Rotax 914 SB-912-019
SB-924-019UL (Mandatory)
Cracks, wear and distortion on the carburettor flange

1.27 Rotax 2 stroke UL eng. SI-2ST-003 (Recommended)
Check of the fuel pressure gauge

1.28 Rotax Service Instruction index
Edition 5, 9/2001

1.29 Rotax Service Bulletin index
Edition 8, 5/2001

Rotax bulletins and instructions available on the Rotax web site
www.rotax-aircraft-engines.com

Part 2 Modifications

	Type	Subject	BGA Mod No	Contact
2.1	K7/13	Aileron crank reinforcement	BGA 2001/27	BGA
2.2	LS4	Repair to wink pin bushes	BGA 2001/28	BGA

Part 3 General Matters

3.1 **Aircraft Weighing**

Gliders The Technical Committee a couple of years ago extended the normal re-weighing period for gliders from 5 years to **8 years**. This applies to all aircraft with a BGA C of A. Notwithstanding this, gliders should be reweighed after major repair, recovering, or repainting and whenever the weight is believed to be inaccurate. Also it is a requirement on import or when a new C of A is requested for a used glider. (The factory weigh is satisfactory for a new glider)

Motor Gliders, Tugs The Technical Committee recommends that aircraft with a CAA C of A are reweighed every 8 years, the CAA has not made this mandatory. However, it is mandatory to reweigh after major repair, recovering or repainting in accordance with Airworthiness Notice 38.

3.2 **Initial BGA C of A Paperwork**

When applying for a New C of A for a glider or SSS the following documents will need to be submitted:

New Glider.

- Export C of A
- Certificate of Non Registration
- Manufacturers weighing report
- BGA 267 + fee.

Used Glider

- Export C of A or Domestic C of A from country of origin or Airworthiness report BGA 268 (example attached to TNS)
- Certificate or details of De-registration
- Reweigh on import and copy of weighing report
- BGA 267 + fee.

3.3 **BGA Fees**

The C of A fee for a Glider or SSS is now **£60.**
Please see sheet for all BGA fees.

Compliance Statement:
All mandatory inspections and modifications have been included up to the following;

Airworthiness Notices, Contents issue 128
Mandatory Aircraft Modifications & Inspections Summary, issue 252
FAA Summary of Airworthiness Directives. Bi-weekly listing 2001-21
Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, issue 326
Foreign Airworthiness Directives, issue 336
CAA Mandatory Permit Directives, issue 01/2

Jim Hammerton
Chief Technical Officer

British Gliding Association
Aircraft Inspection

Recommended

Number:	Issue:
021/10/2001	1

Date: 1st October 2001

Subject: Canopy Jettison and Top mounted instruments

Applicability: All gliders with central instrument pods or instruments mounted on top of panel fairing.

Accomplishment: Whenever modifications are carried out to top mounted instruments (including GPS antennas)

Reason: Possibility of canopy jam during jettison in unusual flying attitudes. Some attitudes may cause an aerodynamic suction to build up under the canopy and the aft face of the forward frame of the canopy to become jammed against the forward edge of top mounted instruments (typically compasses). A pressure differential of less than 1 psi. would need several hundred pounds of force to lift the canopy over any object.

Instructions:

1. Ensure that any top mounted instruments are mounted in a position approved by the Glider manufacturer
2. Do not introduce any un-approved additional reinforcement to the instrument mountings or fairing
3. Assess the possibility of interference with canopy jettison and emergency egress from the aircraft
4. On approved types the fitting of 'Rotger' hooks should be considered
5. Ensure any manufacturers inspections or modifications regarding canopy jettison are reviewed

Approved By
Jim Hammerton, Chief Technical Officer

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

SERVIÇO PÚBLICO FEDERAL DEPARTAMENTO DE AVIAÇÃO CIVIL	**BRAZILIAN AIRWORTHINESS DIRECTIVE (EMERGENCY)**	
	EFFECTIVE DATE **09 October 2001**	EAD No.: **2001-10-01**

The following Emergency Airworthiness Directive (EAD), issued by the Departamento de Aviação Civil (DAC) in accordance with provisions of Chapter IV, Title III of Código Brasileiro de Aeronáutica - Law NR 7,565 dated 19 December 1986 - and Regulamento Brasileiro de Homologação Aeronáutica (RBHA) 39, applies to all aircraft registered in the Registro Aeronáutico Brasileiro. No person may operate an aircraft to which this EAD applies, unless it has previously complied with the requirements established herein.

EAD No. 2001-10-01 - AEROMOT - Amendment 39-918.

APPLICABILITY: This Emergency Airworthiness Directive is applicable to Aeromot AMT-100 aircraft models of serial numbers 100001 thru 100003, 100005 thru 100015, 100017, 100019, 100022 thru 100039, 100041 thru 100044; to AMT-100 aircraft models (re-motorized to AMT-200) of serial numbers 100004, 100016, 100018, 100020 and 100021; and to AMT-200 aircraft models of serial numbers 200040, 200045 thru 200105, 200108 thru 200111, 200113 thru 200118, and 200121.

CANCELLATION / REVISION: Not applicable.

REASON: It has been found in flight the occurrence of elevator control jamming due to interference between the main landing gear lever and the nut that fix the rod end of elevator control rod. Since this condition may occur in other airplanes of the same type and affects flight safety, an immediate corrective action is required. Thus, sufficient reason exists to request compliance with this EAD in the indicated time limit without prior notice.

REQUIRED ACTION: One-time inspection to be accomplished in the travel area of elevator control rod under horizontal console; and correction, if necessary.

COMPLIANCE: Required as indicated below, unless already accomplished.

Before next flight after the effective date of this EAD, perform an one-time inspection in the main landing gear lever and elevator control rod. If no interference or warping is found in the main landing gear lever and the gaps are in accordance with dimensions specified in the Service Bulletin Aeromot Nº 200-27-078, the aircraft can be released for flight. The CTA shall be immediately informed about the results of the inspection.

The detailed instructions and procedures to accomplish this EAD are described in the Aeromot Service Bulletin No. 200-27-078, original issue, or further revisions approved by the CTA. Record compliance with this EAD in the applicable maintenance log book.

CONTACT: For additional information, please contact CTA-IFI-FDH, P.O. Box 6001, 12231-970 - São José dos Campos-SP, Brazil, telephone: 55 (12) 3941-4600, fax: 55 (12) 3941-4766.

APPROVAL: Original in Portuguese language available in the files of the Registro Geral de Aeronavegabilidade (RGA/TE-1/STE) of the Departamento de Aviação Civil. Signed by:

JOSÉ LUIZ ROCHA BELDERRAIN - Ten.-Cel.-Eng.
Chefe da Divisão de Homologação Aeronáutica
IFI/CTA

JOSÉ CARLOS ARGOLO - Cel.-Av.
Diretor do Instituto de Fomento e Coordenação Industrial
CTA

SERVICE BULLETIN

Title: FLIGHT CONTROL – INSPECTION OF ELEVATOR DRIVING ROD UNDER HORIZONTAL CONSOLE

1. PLANNING INFORMATION:

1.1 Effectivity

Model:	Serial Number:
AMT-100	100.001 to 100.003, 100.005 to 100.015, 100.017, 100.019, 100.022 to 100.039, 100.041 to 100.044
AMT-100 (re-motorized to AMT-200)	100.004, 100.016, 100.018, 100.020 and 100.021
AMT-200	200.040, 200.045 to 200.105, 200.108 to 200.111, 200.113 to 200.118, 200.121

1.2 Reason

Bending or warping in main landing gear lever could result in chafing and/or interference with the elevator driving rod movement.

1.3 Description – Compliance Recommendation

1.3.1 This Service Bulletin establish the inspection to be accomplished in the movement area of elevator driving rod under horizontal console.
1.3.2 AEROMOT recommends the accomplishment of this inspection before next flight.

1.4 Approval

CTA/IFI - Divisão de Homologação Aeronáutica.

1.5 Manpower Required

Approximately 2 Man-Hour.

1.6 Material and Availability

Contact AEROMOT, through Phone: +55 (051) 371-1644, Fax: +55 (051) 371-1655 or e-mail: aeroind@aeromot.com.br to obtain the following parts, if necessary:

Item	P/N	Description	Qty
01	15315	Support Guide	01
02	15316	Lever	01
03	27099	Screw	01
04	27304/8	Nut	01

AEROMOT

SERVICE BULLETIN

1.7 Tooling

Standard tools.

1.8 Weight and Balance

Not affected.

1.9 Electrical Charge Data

Not affected.

1.10 References

Not applicable.

1.11 Other Publications Affected

Not applicable.

2. ACCOMPLISHMENT INSTRUCTIONS:

2.1 Place the airplane on jacks.

2.2 Remove the cover of horizontal console (Parts Catalog fig. 32 item 14).

2.3 Retract the landing gear.

2.4 Push the control stick (elevator driving) slowly foward and check if the gap between landing gear lever (in retracted and caged position) and nut that fix the terminal rod of elevator driving is about 3 to 5 mm in accordance with detail "A" of figure #1.

2.5 Check if the gap between screw head and the trim cable cap is about 3 to 5 mm in accordance with detail "A" of figure #1.

2.6 Check the installation position of grounding cable; if the grounding cable washer is installed close to nut, remove and install close to screw head; check the gaps again.

2.7 Check if there are signs of chafing of nut (that fix the terminal of rod of elevator driving) in the landing gear lever P/N 15316; if there are signs of chafing, remove the support guide P/N 15315 and inspect its flatness and if there is gap in the bearing fitting (See detail B of figure #2). Replace non conformance parts .

AEROMOT

SERVICE BULLETIN

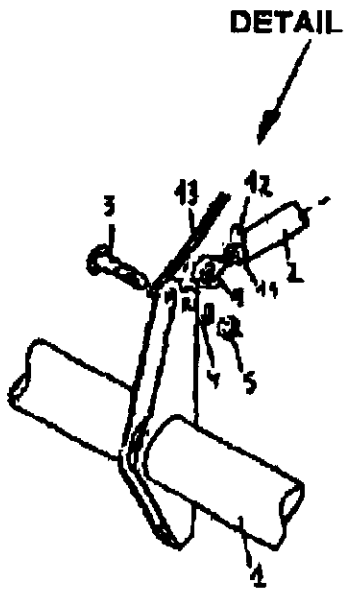
2.8 If no interference or warping is found in the main landing gear lever and the gaps are in accordance with dimensions specified in figures in attached, the airplane can be approved to flight.

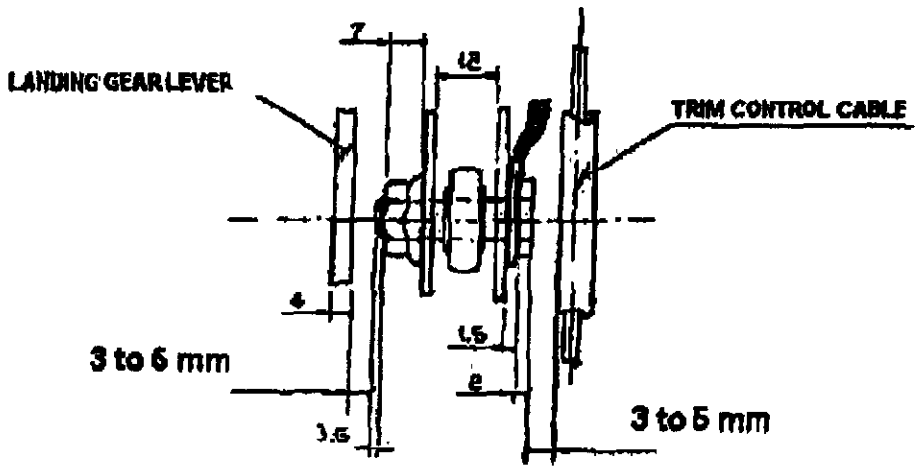
Note: Contact AEROMOT (fone: 0XX 51 3371.1644) to obtain aditional information if necessary.

3. MATERIAL INFORMATION:

NEW P/N	QTY.	DESCRIPTION	OLD P/N	INSTRUCTIONS
15315	01	Guide Support	-	Replace if necessary
15316	01	Lever	-	Replace if necessary
27099	01	Screw	-	Replace if necessary
27304/8	01	Nut	-	Replace if necessary

SERVICE BULLETIN





DETAIL "A" – SUPERIOR VIEW

Dimensions in mm

Figure #1 (Ref.: fig 16– Parts Catalog)

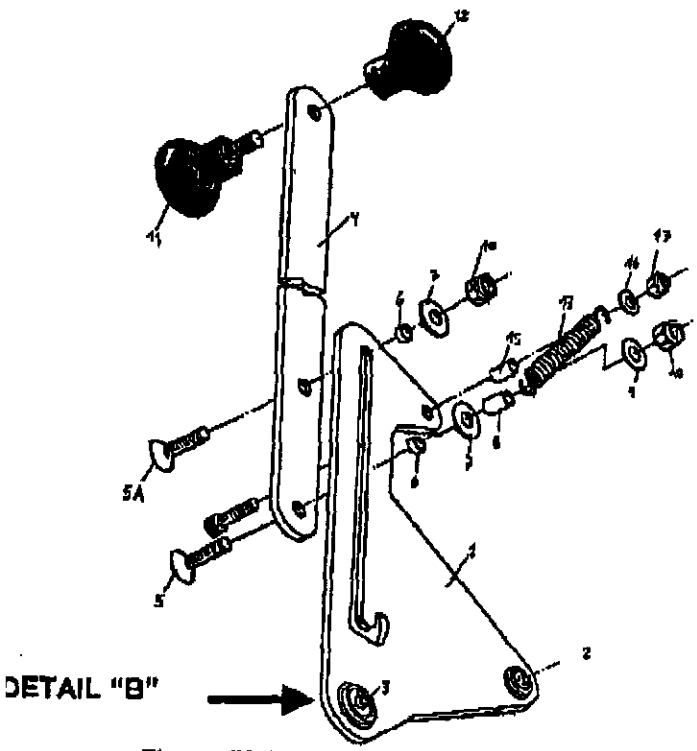
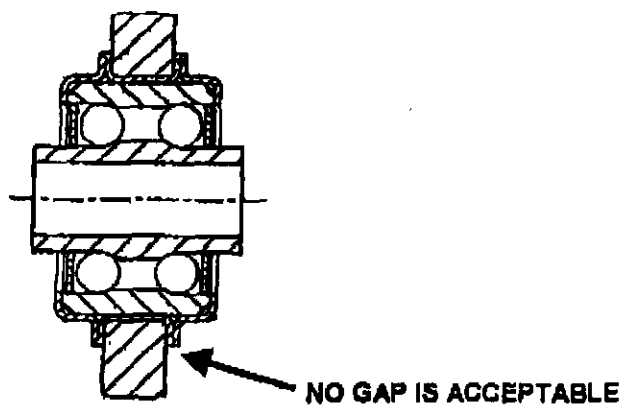


Figure #2 (Ref.: fig 6 – Parts Catalog)



DETAIL "B" – BEARING FITTING

Société Nouvelle Centrair

BULLETIN DE SERVICE
N° 101-23

PLANEURS CENTRAIR 101 Tous types	Page 1/1

OBJET : VERIFICATION REFERENCE ET PROCEDURE SERTISSAGE CABLES COMMANDE DE DIRECTION, COMMANDE LARGAGE CROCHET ET COMMANDE DE FREIN

VALIDITÉ : Planeurs Pégase tous types ayant eu un remplacement de câbles de direction, de largage crochet ou commande de frein réalisé ailleurs que dans les ateliers SN CENTRAIR

BUT : S'assurer de l'intégrité des commandes de direction, de largage crochet et de commande de frein (version frein en bout de commande d'aéro-freins)

APPLICATION : Vérification sous 1 mois après la date d'émission de ce bulletin de service.

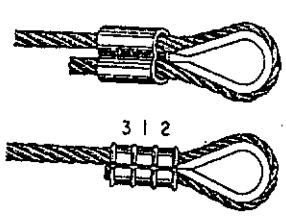
S'il est constaté l'utilisation de mauvaises références de pièces ou l'application d'une mauvaise procédure de montage, alors remplacement des câbles concernés avant tout vol.

DESCRIPTION :

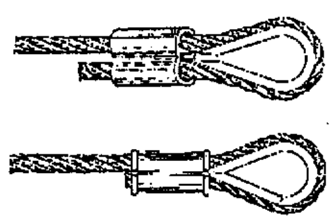
Ayant été informés d'un cas de risque de mauvais sertissage de câbles de commande de direction sur un planeur, il est rappelé que les manchons à sertir réf. SN CENTRAIR 400211 (pour câble réf. SN CENTRAIR 460003 utilisé pour circuit commande de direction) doivent être sertis au moyen d'une pince Nicopress réf. 51-M-850.
De même, les manchons à sertir réf. SN CENTRAIR 400210 (pour câble réf. SN CENTRAIR 460002 utilisé dans le circuit de commande de largage crochet et certaines versions de commande de frein) doivent être sertis au moyen d'une pince Nicopress réf. 51-G-887.
Pour ces 2 références de manchons, une pince à empreinte multiple du type Nicopress 64CGMP peut également être utilisée. Les manchons réf. 400211 doivent alors être sertis sur l'empreinte repérée M, les manchons réf. 400210 doivent alors l'être sur l'empreinte repérée G.
Il est rappelé que, pour être correct, le sertissage des manchons ne doit être exécuté que par du personnel averti ou sous la surveillance de spécialistes, en 3 phases pour les manchons réf. 400211, en 1 phase pour les manchons réf. 400210, (cf. croquis ci-dessous) et avec une pince bien réglée. Le bon réglage de celle-ci doit être régulièrement vérifié avec l'utilisation d'un calibre étalon (cf. croquis ci-dessous).

Il est rappelé de plus que seuls les câbles et manchons référencés ci-dessus sont autorisés sur les planeurs SN CENTRAIR 101 "Pégase".

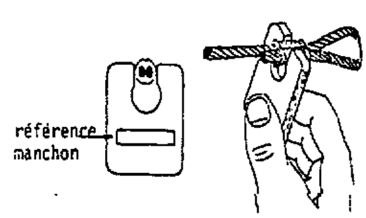
Dans le cas où il existe un doute sur les bonnes références de câbles ou manchons utilisés ou sur la procédure de sertissage employée, le montage du câble concerné ne peut être considéré comme navigable et le câble doit être remplacé. (procédure de sertissage des embouts suivant document 00BE1630, gamme de réparation N° 026 disponible chez SN CENTRAIR).



Sertissage manchon réf. 400211



Sertissage manchon réf. 400210



Utilisation calibre contrôle pince

(détail de montage et cotation: voir gamme N° 026 document SN CENTRAIR 00BE1630)

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

Approbation

JY Reperssany
le 22/06/2001

Classification

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

Société Nouvelle Centrair

BULLETIN DE SERVICE

N° 201-20

PLANEURS CENTRAIR 201
Tous types

OBJET : VERIFICATION REFERENCE ET PROCEDURE SERTISSAGE CABLES COMMANDE DE DIRECTION, COMMANDE LARGAGE CROCHET ET COMMANDE DE FREIN.

VALIDITÉ : Planeurs Marianne tous types ayant eu un remplacement de câbles de direction, de largage crochet ou commande de frein réalisé ailleurs que dans les ateliers SN CENTRAIR.

BUT : S'assurer de l'intégrité des commandes de direction, de largage crochet et de commande de frein.

APPLICATION : Vérification sous 1 mois après la date d'émission de ce bulletin de service.

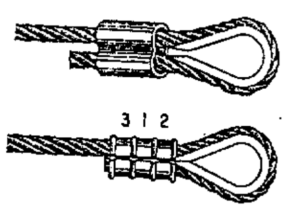
S'il est constaté l'utilisation de mauvaises références de pièces ou l'application d'une mauvaise procédure de montage, alors remplacement des câbles concernés avant tout vol.

DESCRIPTION :

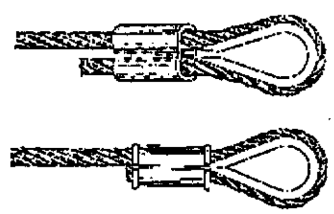
Ayant été informés d'un cas de risque de mauvais sertissage de câbles de commande de direction sur un planeur, il est rappelé que les manchons à sertir réf. SN CENTRAIR 400211 (pour câble réf. SN CENTRAIR 460003 utilisé pour circuit commande de direction) doivent être sertis au moyen d'une pince Nicopress réf. 51-M-850.
De même, les manchons à sertir réf. SN CENTRAIR 400210 (pour câble réf. SN CENTRAIR 460002 utilisé dans le circuit de commande de largage crochet et certaines versions de commande de frein) doivent être sertis au moyen d'une pince Nicopress réf. 51-G-887.
Pour ces 2 références de manchons, une pince à empreinte multiple du type Nicopress 64CGMP peut également être utilisée. Les manchons réf. 400211 doivent alors être sertis sur l'empreinte repérée M, les manchons réf. 400210 doivent alors l'être sur l'empreinte repérée G.
Il est rappelé que, pour être correct, le sertissage des manchons ne doit être exécuté que par du personnel averti ou sous la surveillance de spécialistes, en 3 phases pour les manchons réf. 400211, en 1 phase pour les manchons réf. 400210, (cf. croquis ci-dessous) et avec une pince bien réglée. Le bon réglage de celle-ci doit être régulièrement vérifié avec l'utilisation d'un calibre étalon (cf. croquis ci-dessous).

Il est rappelé de plus que seuls les câbles et manchons référencés ci-dessus sont autorisés sur les planeurs SN CENTRAIR 201 "Marianne".

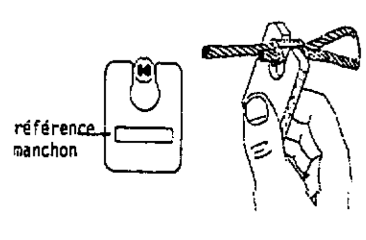
Dans le cas où il existe un doute sur les bonnes références de câbles ou manchons utilisés ou sur la procédure de sertissage employée, le montage du câble concerné ne peut être considéré comme navigable et le câble doit être remplacé. (procédure de sertissage des embouts suivant document 00BE1630, gamme de réparation N° 026 disponible chez SN CENTRAIR).



Sertissage manchon réf. 400211



Sertissage manchon réf. 400210



Utilisation calibre contrôle pince

(détail de montage et cotation: voir gamme N° 026 document SN CENTRAIR 00BE1630)

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

Approbation

le 22/06/2001

Classification

- ■ Impératif
- ☐ Recommandé
- ☐ Pour information

Société Nouvelle Centrair

BULLETIN DE SERVICE
N° 34-03

PLANEURS SNC34C "Alliance34"

OBJET : VERIFICATION REFERENCE ET PROCEDURE SERTISSAGE CABLES COMMANDE DE DIRECTION ET COMMANDE LARGAGE CROCHET

VALIDITÉ : Planeurs Alliance34 tous types ayant eu un remplacement de câbles de direction ou de largage crochet réalisé ailleurs que dans les ateliers SN CENTRAIR.

BUT : S'assurer de l'intégrité des commandes de direction et de largage crochet.

APPLICATION : Vérification sous 1 mois après la date d'émission de ce bulletin de service.

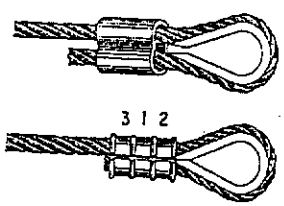
S'il est constaté l'utilisation de mauvaises références de pièces ou l'application d'une mauvaise procédure de montage, alors remplacement des câbles concernés avant tout vol.

DESCRIPTION :

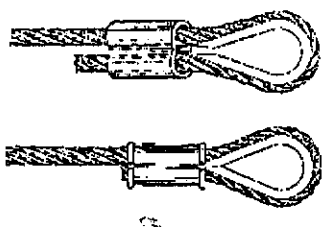
Ayant été informés d'un cas de risque de mauvais sertissage de câbles de commande de direction sur un planeur, il est rappelé que les manchons à sertir réf. SN CENTRAIR 400211 (pour câble réf. SN CENTRAIR 460003 utilisé pour circuit commande de direction) doivent être sertis au moyen d'une pince Nicopress réf. 51-M-850.
De même, les manchons à sertir réf. SN CENTRAIR 400210 (pour câble réf. SN CENTRAIR 460002 utilisé dans le circuit de commande de largage crochet) doivent être sertis au moyen d'une pince Nicopress réf. 51-G-887.
Pour ces 2 références de manchons, une pince à empreinte multiple du type Nicopress 64CGMP peut également être utilisée. Les manchons réf. 400211 doivent alors être sertis sur l'empreinte repérée M, les manchons réf. 400210 doivent alors l'être sur l'empreinte repérée G.
Il est rappelé que, pour être correct, le sertissage des manchons ne doit être exécuté que par du personnel averti ou sous la surveillance de spécialistes, en 3 phases pour les manchons réf. 400211, en 1 phase pour les manchons réf. 400210, (cf. croquis ci-dessous) et avec une pince bien réglée. Le bon réglage de celle-ci doit être régulièrement vérifié avec l'utilisation d'un calibre étalon (cf. croquis ci-dessous).

Il est rappelé de plus que seuls les câbles et manchons référencés ci-dessus sont autorisés sur les planeurs SN CENTRAIR SNC34C "Alliance34".

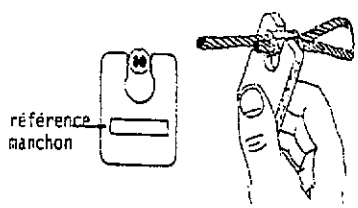
Dans le cas où il existe un doute sur les bonnes références de câbles ou manchons utilisés ou sur la procédure de sertissage employée, le montage du câble concerné ne peut être considéré comme navigable et le câble doit être remplacé. (procédure de sertissage des embouts suivant document 00BE1630, gamme de réparation N° 026 disponible chez SN CENTRAIR).



Sertissage manchon réf. 400211



Sertissage manchon réf. 400210



Utilisation calibre contrôle pince

(détail de montage et cotation: voir gamme N° 026 document SN CENTRAIR 00BE1630)

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

Approbation

DGAC 010 DIRECTION GÉNÉRALE DE L'AVIATION CIVILE

J.J Repussard
le 22/06/2004

Classification

- ■ Impératif
- ☐ Recommandé
- ☐ Pour information

BULLETIN DE SERVICE
N° 20-22

Société Nouvelle Centrair

PLANEURS CENTRAIR "ASW20F" et "ASW20FL"	Page 1/1

OBJET : VERIFICATION REFERENCE ET PROCEDURE SERTISSAGE CABLES COMMANDE DE DIRECTION, COMMANDE LARGAGE CROCHET ET COMMANDE DE FREIN

VALIDITÉ : Planeurs ASW20F et ASW20FL tous types ayant eu un remplacement de câbles de direction, de largage crochet ou commande de frein réalisé ailleurs que dans les ateliers SN CENTRAIR

BUT : S'assurer de l'intégrité des commandes de direction, de largage crochet et de commande de frein (version frein en bout de commande d'aéro-freins)

APPLICATION : Vérification sous 1 mois après la date d'émission de ce bulletin de service.

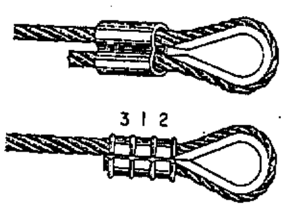
S'il est constaté l'utilisation de mauvaises références de pièces ou l'application d'une mauvaise procédure de montage, alors remplacement des câbles concernés avant tout vol.

DESCRIPTION :

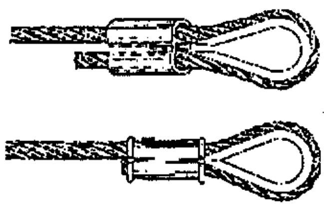
Ayant été informés d'un cas de risque de mauvais sertissage de câbles de commande de direction sur un planeur, il est rappelé que les manchons à sertir réf. SN CENTRAIR 400211 (pour câble réf. SN CENTRAIR 460003 utilisé pour circuit commande de direction) doivent être sertis au moyen d'une pince Nicopress réf. 51-M-850.
De même, les manchons à sertir réf. SN CENTRAIR 400210 (pour câble réf. SN CENTRAIR 460002 utilisé dans le circuit de commande de largage crochet et certaines versions de commande de frein) doivent être sertis au moyen d'une pince Nicopress réf. 51-G-887.
Pour ces 2 références de manchons, une pince à empreinte multiple du type Nicopress 64CGMP peut également être utilisée. Les manchons réf. 400211 doivent alors être sertis sur l'empreinte repérée M, les manchons réf. 400210 doivent alors l'être sur l'empreinte repérée G.
Il est rappelé que, pour être correct, le sertissage des manchons ne doit être exécuté que par du personnel averti ou sous la surveillance de spécialistes, en 3 phases pour les manchons réf. 400211, en 1 phase pour les manchons réf. 400210, (cf. croquis ci-dessous) et avec une pince bien réglée. Le bon réglage de celle-ci doit être régulièrement vérifié avec l'utilisation d'un calibre étalon (cf. croquis ci-dessous).

Il est rappelé de plus que seuls les câbles et manchons référencés ci-dessus sont autorisés sur les planeurs SN CENTRAIR ASW20F et ASW20FL.

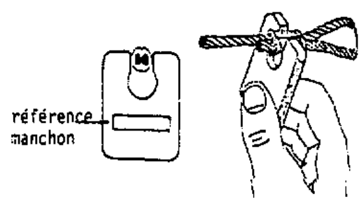
Dans le cas où il existe un doute sur les bonnes références de câbles ou manchons utilisés ou sur la procédure de sertissage employée, le montage du câble concerné ne peut être considéré comme navigable et le câble doit être remplacé. (procédure de sertissage des embouts suivant document 00BE1630, gamme de réparation N° 026 disponible chez SN CENTRAIR).



Sertissage manchon réf. 400211



Sertissage manchon réf. 400210



Utilisation calibre contrôle pince

(détail de montage et cotation: voir gamme N° 026 document SN CENTRAIR 00BE1630)

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

Approbation

22/06/2007

Classification

- ■ Impératif
- ☐ Recommandé
- ☐ Pour information

DG Flugzeugbau GmbH
76646 Bruchsal

Technical Note
No. 873/25

Subject : Powerplant / rear plate of the propellermount

Effectivity : DG-800A, LA all serial no's

Accomplishment : At the next 25 hour inspection, but at latest before December 31. 2001

Reason : At one DG-400 cracks occurred in the rear plate of the propellermount starting at the outside diameter of the washer below the bolthead of the lower bolted connection. As the DG-800A, LA is equipped with the same powerplant, the same problem might occur.

Instructions : Designation of parts see diagram 6 maintenance manual

1. Bolted connection of the rear plate of the propellermount 4M3 to the rear mounting blocks 4M5:
   Remove the left mounting bolt and its washer first, if necessary heat the bolt to loosen the Loctite securing. Clean the plate in this area and check if the washer has left a mark in the plate and if cracks are visible. Cracks can be seen easily due to the oil residues which have penetrated into the crack. A mark of max. 0.1mm is acceptable. If the mark is deeper and / or if there are any cracks, the plate 4M3 has to be replaced. Check also the mounting blocks 4M5 for cracks and replace them if necessary.
   Clean the inside threads according to the instructions in section 4.8 maintenance manual. Then assemble the new bolt M10x25 DIN912-8.8zn with the aluminium washer S48 next to the rear plate followed by the existing washer 10.5 DIN125 Stzn, use Loctite 243 or 672 (72b) to secure the bolt. Tighten the bolt with a torque wrench, torque 4 daNm (30 ft.lb.).
   Proceed in the same manner with the right hand side bolt.
   Note: Don't remove both bolts at the same time.
2. If the rear plate of the propellermount 4M3 or the mounting blocks 4M5 have to be exchanged proceed according to sections 4.6.4 and 4.6.5 of the maintenance manual.
3. Exchange the following maintenance manual pages against the new pages issued August 2001, marked TN 873/25:
   1, 4, diagram 8

Material : Manual pages see instruction 3
2 bolts M10x25DIN912-8.8 zn
2 washers S48
if necessary:
rear plate of the propellermount 4M3
mounting blocks 4M5/1 and /2

Weight and balance : influence negligible

Remarks : Instructions No. 1 and 2 are to be executed by the manufacturer or by a licensed workshop and to be inspected and entered in the aircraft logs by a licensed inspector.

Bruchsal,
date: August 30. 2001

Author:
Dipl. Ing. Wilhelm Dirks

Type certification
inspector:
Dipl. Ing. Swen Lehner

LBA – approved:

The German original of this TN has been approved by the LBA under the date of Sep. 10/01 and is signed by Mr. Blume. The translation into English has been done by best knowledge and judgement.

DG Flugzeugbau GmbH
76646 Bruchsal

Technical Note
No. 826/42

Subject : Powerplant / rear plate of the propellermount

Effectivity : DG-400 all serial no's

Accomplishment : At the next 25 hour inspection, but at latest before December 31. 2001

Reason : At one DG-400 cracks occurred in the rear plate of the propellermount starting at the outside diameter of the washer below the bolthead of the lower bolted connection.

Instructions : Designation of parts see diagram 6 maintenance manual

1. Bolted connection of the rear plate of the propellermount 4M3 to the rear mounting blocks 4M5:
   Remove the left mounting bolt and its washer first, if necessary heat the bolt to loosen the Loctite securing. Clean the plate in this area and check if the washer has left a mark in the plate and if cracks are visible. Cracks can be seen easily due to the oil residues which have penetrated into the crack. A mark of max. 0.1mm is acceptable. If the mark is deeper and / or if there are any cracks, the plate 4M3 has to be replaced. Check also the mounting blocks 4M5 for cracks and replace them if necessary.
   Clean the inside threads according to the instructions on page 46d maintenance manual. Then assemble the new bolt M10x25 DIN912-8.8zn with the aluminium washer S48 next to the rear plate followed by the existing washer 10.5 DIN125 Stzn, use Loctite 243 or 672 (72b) to secure the bolt. Tighten the bolt with a torque wrench, torque 4 daNm (30 ft.lb.).
   Proceed in the same manner with the right hand side bolt.
   Note: Don't remove both bolts at the same time.
2. If the rear plate of the propellermount 4M3 or the mounting blocks 4M5 have to be exchanged proceed according to sections 4.6.4 and 4.6.5 of the maintenance manual.
3. Exchange the following maintenance manual pages against the new pages issued August 2001, marked TN 826/42:
   0.3, 2a, diagram 6

Material : Manual pages see instruction 3
2 bolts M10x25DIN912-8.8 zn
2 washers S48
if necessary:
rear plate of the propellermount 4M3
mounting blocks 4M5/1 and /2 (for starter motor Bosch American992807)
or 4M5/3 and /4 (for starter motor Bosch DG 0001160001)

Weight and balance : influence negligible

Remarks : Instructions No.1 and 2 are to be executed by the manufacturer or by a licensed workshop and to be inspected and entered in the aircraft logs by a licensed inspector.

Bruchsal,
date: August 30. 2001

Author:
Dipl. Ing. Wilhelm Dirks

Wilhelm Dirks

Type certification
inspector:
Dipl. Ing. Swen Lehner

Swen Lehner

LBA – approved:

The German original of this TN has been approved by the LBA under the date of Sep 10/01 and is signed by Mr. Blume. The translation into English has been done by best knowledge and judgement.

Airworthiness Directive 2001-317

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

GROB

Effective Date: 11 October 2001

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	GROB Luft- und Raumfahrt, 86874 Tussenhausen-Mattsies, Germany
Type:	ASTIR CS
Models affected:	G 102 Standard Astir III, G 102 Club Astir III and G 102 Club Astir IIIb
Serial numbers affected:	all
German Type Certificate No.:	308

Subject:

Flutter appearances of the elevator in the upper flight speed range.

Reason:

During flight operation of a sailplane model GROB G 102 Club Astir IIIb flutter appearances of the elevator in the upper flight speed range occurred because of presently unknown causes. The problem is under investigation at the manufacturer at present time. Since the same design is used at the G 102 Standard Astir III and the G 102 Club Astir III these models are also affected by this problem.

Action:

Due to the possible risk of the elevator flutter problem, further operation of the affected sailplanes is prohibited until the airworthiness problem has been solved by the manufacturer. Corrective action to this airworthiness problem will be published in a futher issue of this airworthiness directive as soon as the investigation is finished.

Compliance:

Prior to next flight.

Technical publication of the manufacturer:

GROB Alert Service Bulletin Nr. ASB306-36 dated 09. October 2001 becomes herewith part of this AD and can be obtained from Messrs.:

GROB Luft- und Raumfahrt
Rudi Vodermeier , Head of Product Support,
Lettenbachstrasse 9
D86874 Tussenhausen-Mattsies
G E R M A N Y
Phone: +49-8268-998139
Facsimile: +49-8268-998200

Enquiries regarding this Airworthiness Directive should be referred to Mr. Martin Borsum, 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!

LTA's / AD's and Technical Notes are published on the internet at http://www.lba.de

British Gliding Association
Aircraft Inspection

Recommended

Number:	Issue:
022/10/2001	1

Date: 1st October 2001

Subject: Air Brake Control

Applicability: Grob G109A

Accomplishment: At next Annual inspection

Reason: Excessive Wear found on right airbrake control rod caused by chafing air brake paddle

Instructions: With Air brakes extended, inspect R/H paddle and outer operating rod for contact and wear. Minor wear on paddle may be dressed out. Any significant wear on operating rod or paddle should be rectified by replacement. (If rod replacement is necessary, access will have to be made into wing – consult with manufacturers for repair scheme)

If contact or wear is evident an investigation into the cause should be conducted.
(Possible causes; excessive play in bearings, incorrect assembly or build, damaged components or miss-rigging)

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 2001-259

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

Schempp-Hirth

Effective Date: September 06, 2001

Affected:

Kind of aeronautical product:	Sailplane and Powered Sailplane
Manufacturer:	Schempp-Hirth, Kirchheim/Teck, Germany
Type:	Ventus a, Discus a and Ventus bT
Models and Serial numbers affected:	Ventus-2c - S/N 1 up to 66
	Discus-2b - S/N 1 up to 107
	Ventus-2cT - S/N 1 up to 72
	Ventus-2cM - S/N 1 up to 107 and 109
German Type Certificate No.:	349, 360 and 825

Subject:
Landing gear

Reason:
With the shock struts fully compressed, the tyre may touch the bolts of the strut and also the horizontal cross bar of the aft undercarriage strut. Due to this the undercarriage mechanism will be loaded in the direction of the retracted position.

Action:
Inspection, Modification, exchange of components and exchange of pages into the Maintenance Manual in accordance with the Technical Notes of the manufacturer.

Compliance:
The action must be accomplished before the next annual inspection - but not later than March 31, 2002.

Technical publication of the manufacturer:
Schempp-Hirth Technical Note No. 349-25, No. 360-17 and No. 825-27 all dated July 20, 2001 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
www.schempp-hirth.com info@schempp-hirth.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.

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!

Airworthiness Directive 2001-258

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

Schempp-Hirth

Effective Date: September 06, 2001

Affected:

Kind of aeronautical product:	Sailplane and Powered Sailplane
Manufacturer:	Schempp-Hirth, Kirchheim/Teck, Germany
Type:	Ventus a and Ventus bT
Models and Serial numbers affected:	Ventus a and Ventus a/16.6 (*) - S/N 1 up to 284 Ventus b and Ventus b/16.6 (**) - S/N 2 up to 136 Ventus bT (**) - S/N 1 up to 9

(*) = action only necessary, if modification has not been done in accordance with AD-No. 1987-044 dated February 25, 1987.

(**) = Sailplanes and powered sailplanes with a flap drive modification (see page 01 of the appendix to the Technical Notes of the Manufacturer) are not affected by this AD.

German Type Certificate No.: 349, 825

Subject:
Flap drive inside the fuselage

Reason:
On several sailplanes a change in the setting of the flaps was noticed during rigging. Investigations revealed cracking around the weld between flap drive lever and flap torque tube.

Action:
Modification of the flap torsion drive in accordance with the Technical Notes of the manufacturer.

Compliance:
The action must be done before the next annual inspection - but not later than April 30, 2002.

Technical publication of the manufacturer:
Schempp-Hirth Technical Note No. 349-9 dated January 20, 1987 and July 12, 2001 and No. 825-9 dated July 12, 2001 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
www.schempp-hirth.com info@schempp-hirth.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.

Note:
This AD supersedes the AD-No. 1987-044 dated February 02, 1987.

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!

ASW 28
Maintenance Instruction
Safety of aileron hinge pins

Alexander Schleicher
GmbH & Co.
Segelflugzeugbau
D - 36163 Poppenhausen

Subject: Check of the safety of the aileron hinge pins.

Applicability: All ASW 28, LBA - Document No. 423, Serial Number 28001 through 28029, except for 28001, 28008, 28023, 28025, 28026 and 28028, which are already checked.
From serial number 28030 onwards appropriate checks were done prior to delivery.

Compliance: Immediately, prior to next take-off.

Reason: During an annual inspection loose safety rivets were found, which secure the aileron hinge pins. There is the danger, that some hinge pins may move in span direction, so that they may be pushed out of the hinge in a worst case.

Action: **1)** For inspection of the aileron hinges the Mylar cover on the lower wing surface must be carefully lifted. The sealing Teflon tape underneath must be cut in flight direction with a sharp knife between the head of the clevis pin and the wing side hinge fitting, just big enough, that a screw driver can tried to be entered between pin head and fitting and when entering is possible, by rotation of the screwdriver attempting to move the pin in span direction. Check at the same time, if the safety rivet is loose (see Fig. 1 & 2).
When the screwdriver can not be entered and the safety rivet is tightly in place, no further action is necessary.
When all hinge pins can not be moved, the ASW 28 can be put back to operation. The small cuts in the Teflon tape can be sealed by some grease and the elastic Mylar cover must not be distorted.

2) Loose and/or not correctly engaging safety rivets must be exchanged against new blind rivets with flat round head (= Flachrundkopf in German) of the dimension diameter 2,4mm x 5 mm long, according to DIN 7337 A to secure the hinge pin. During setting the rivets apply some force to the rivets, so that they are additionally pushed into the holes. Reset the tool when necessary. Check the hinge pin and safety rivet. Now apply a new Teflon sealing tape as well as a new Mylar cover as it may have been damaged too much. Partial replacement in sections is possible.
Please fill in the attached sheet 2 of this Maintenance Instruction to prove the check and/or replacement of the safety rivets when applicable and return it or a copy to the AS factory.

Material and drawings:

Fig. 1 QR-Antriebslager / aileron actuator
see File: \280 WA Lager F1.jpg

Fig. 2
see File: \280 WA Lager F2.jpg

Rivets as well as sealing tape and Mylar covers are available from the factory or from the stock of our sales representatives.

Notes: All actions can be done by a competent person and must be documented in the log book.

Poppenhausen, September 05, 2001

Alexander Schleicher
GmbH & Co.

by order
(Lutz-Werner Jumtow)

\280WALagerachsE1.doc

ASW 28
Maintenance Instruction
Safety of aileron hinge pins

Alexander Schleicher
GmbH & Co.
Segelflugzeugbau
D - 36163 Poppenhausen

Report:

Serial-No.: 28 . . . Registration: . . . . . Date: . . . . . .

Check of the aileron hinges.

Findings:

Confirmation:

Herewith I certify, that the aileron hinges were checked and, when necessary the defective safety rivets have been exchanged against new ones, so that continued airworthiness of the sailplane is provided

. . . . . .
Place and Date

. . . . . .
Signature

Fig. 1 QR-Antriebslager / aileron actuator

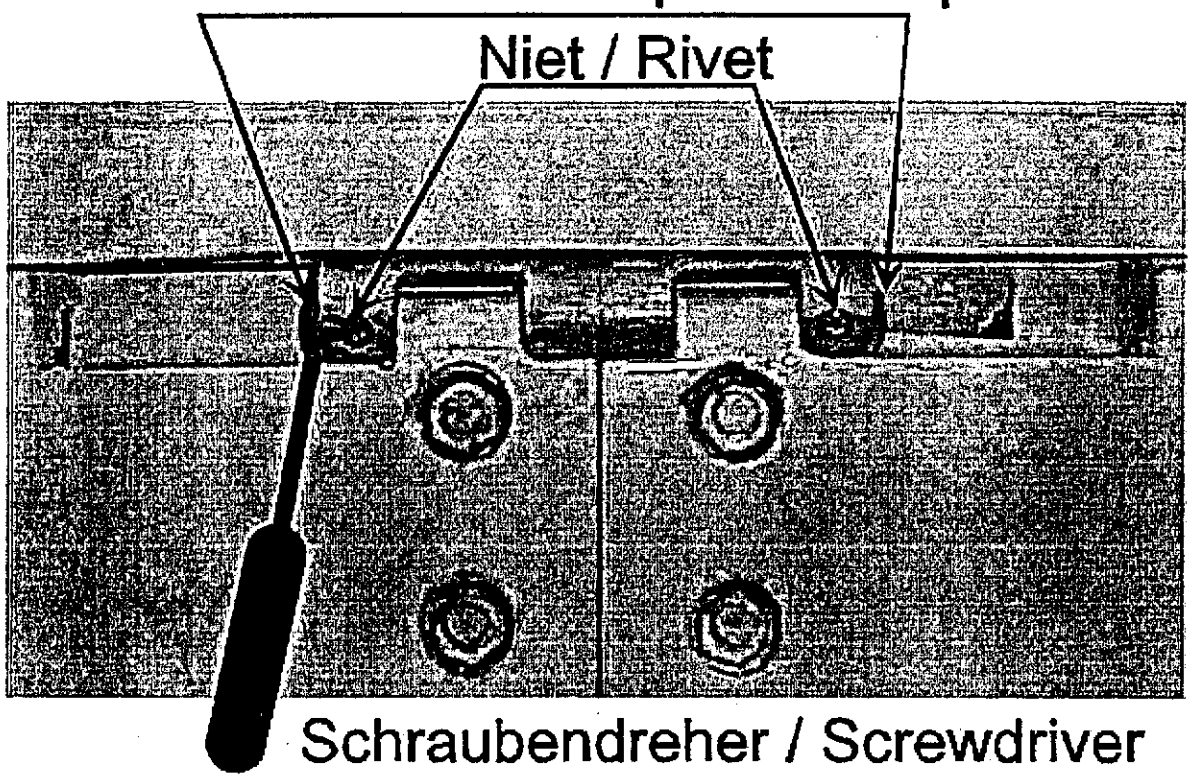
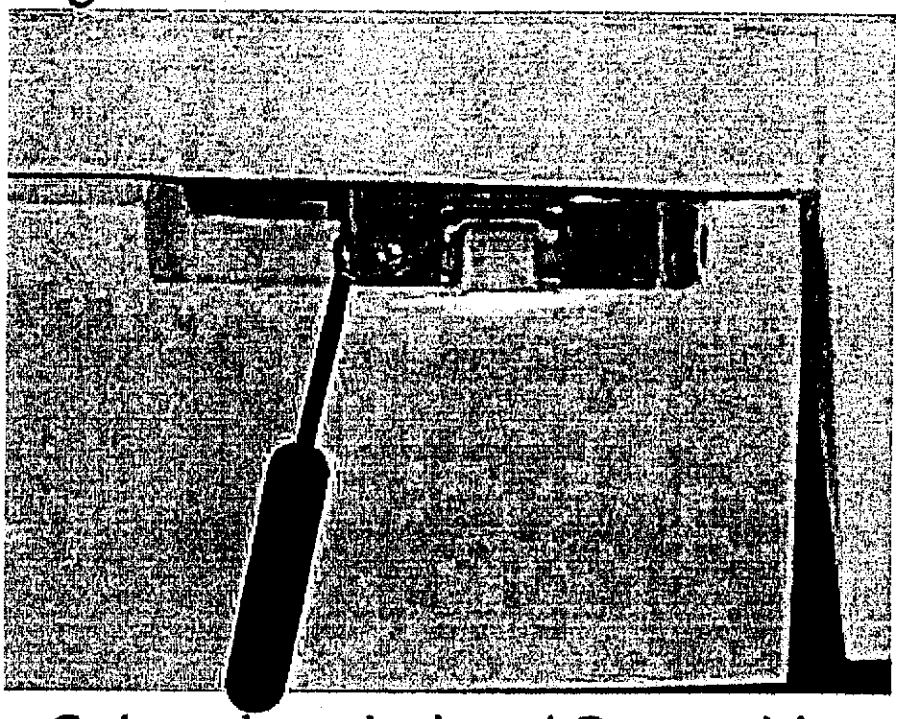


Fig. 2



Schraubendreher / Screwdriver

Subject: Flight and Maintenance Manuals

Effectivity: **Sailplane LS3, all versions (LS3, LS3-a and LS3-17)**
serial numbers between 3000 and 3468.

Accomplishment: Until next annual inspection.

Reason: Exchange and update of manual pages.
All Lists of Pages have been updated with relevant Technical Bulletins. For some items (Backrest, Trim System) possible optional versions can only be checked at the planes.
In the **LS3-a** Maintenance Manual, page 6-2 can be valid in 4 different versions, depending on elevator system and aileron mass balance. See pages 2 and 3 of this Technical Bulletin for final production values. The aileron mass balance may have been changed by performing TB 3028 from LS3-a version to LS3-17 version (page 6-2, Edition 01.05.81). This can also be checked at the plane only.

Material and Instructions: Update Manuals with the following pages Edition July 2001:
LS3 (General Edition):
Flight Manual: 0.5, 0.6, 3.7, 3.7.1
Maintenance Manual: 00.1 to 00.3, 5.1
LS3 (USA Edition):
Flight Manual: 0.5, 0.6, 3.7, 3.7.1
Maintenance Manual: 00.1 to 00.3, 5.1
LS3-a:
Flight Manual: 0.5, 0.6, 3.7, 3.7.1
Maintenance Manual: 0.2, 5.1
LS3-a (Italy Edition):
Flight Manual: 0.5, 0.6, 3.71
Maintenance Manual: 0.2, 5.1
LS3-17:
Flight Manual: 0.5, 0.6, 3.8, 3.9
Maintenance Manual: 0.3, 5.1
LS3-17 (Italy Edition):
Flight Manual: 0.5, 0.6, 3.8
Maintenance Manual: 0.2, 5.1

Weight and Balance: Not affected.

Remarks: Exchange by operator.

Accomplishment must be entered into logbook and signed by inspector .

LBA-approved:

27.09.01

Erstellt: 11. Juli 2001 Geprüft:

Subject: Additional nose hook installation

Effectivity: **Sailplane LS3, all versions (LS3, LS3-a and LS3-17)** serial numbers between 3000 and 3468.

Accomplishment: Optional.

Reason: a) Installation according to drawing 1BR-50e.

b) Move pitot pressure pickup from forward fuselage to vertical tail fin according to drawing 3BR-132.

c) Update Manuals with the following pages Edition July 2001:

LS3 (General Edition):
Maintenance Manual: 0.1, 0.2, 00.1, 4.4 to 4.6

LS3 (USA Edition):
Maintenance Manual: 0.1, 0.2, 00.1 to 00.2, 4.4 to 4.6

LS3-a:
Maintenance Manual: 0.1, 0.2, 4.4

LS3-a (Italy Edition):
Maintenance Manual: 0.1, 0.2, 4.4

LS3-17:
Maintenance Manual: 0.1, 0.2, 4.4

LS3-17 (Italy Edition):
Maintenance Manual: 0.1, 0.2, 4.4

Material and Instructions: See related drawings.
For proper overcenter of hook system, at least 10 mm <0.4 in> of free cable travel must be available at cockpit T-shaped handle in both landing gear positions, extended and retracted.

Weight and Balance: Must be redetermined.

Remarks: Installation by national authority approved repair station.

Accomplishment must be entered into logbook and signed by inspector .

LBA-approved:

27. 09. 01

(TM3052)

Erstellt: 10. Aug. 2001

Geprüft:

Rolladen-Schneider Flugzeugbau GmbH **LBA.NSD.002**	Technical Bulletin No. 6040	LS6-c LS6-c18 LS6-18w	Page 1 of 1 Edition 15.Aug. 2001

Subject: Additional nose hook installation

Effectivity: **Sailplane LS6, versions LS6-c, LS6-c18 and LS6-18w**
serial numbers between 6149 and 6384

Accomplishment: Optional.

Reason: a) If required, move pitot pressure pickup from forward fuselage to vertical tail fin according to drawing 3BR-132.
b) Installation according to drawing 1BR-103 and details for disassembly and assembly provided in Maintenance Manual page 4-10 (LS6-c) and page 4-11 (LS6-c18 and LS6-18w).

Material and Instructions: See related drawings.
For proper overcenter of hook system, at least 10 mm <0.4 in> of free cable travel must be available at cockpit T-shaped handle in both landing gear positions, extended and retracted.

Weight and Balance: Must be redetermined.

Remarks: Installation by national authority approved repair station. Enter TB into Maintenance Manual page 14-1.

Accomplishment must be entered into logbook and TB-AD-Accomplishment List, Maintenance Manual page 14-1and signed by inspector .

LBA-approved:

22. 08. 01

(TM6040)

Erstellt: 15. Aug. 2001 Geprüft:

British Gliding Association
Aircraft Inspection

Recommended

Number:	Issue:
024/10/2001	1

Date: 22nd October 2001

Subject: Air Brake Control

Applicability: SZD 50-3 Puchacz

Accomplishment: At C of A and optional inspection to check on DI

Reason: Air brake control cross shaft in fuselage (between wing disconnects) control lever found cracked at weld on shaft. Previous reports.

Instructions: With aircraft de-rigged, inspect weld attachments of operating lever to cross shaft. Look for paint cracks on tube at edge of welds as first signs of cracking.
With aircraft rigged, check airbrake over centre and operational loads are within normal limits.

Optional inspection;
Inspect cross shaft through top fuselage access panel.

Approved By
Jim Hammerton, Chief Technical Officer

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

British Gliding Association
Aircraft Inspection

Recommended

Number:	Issue:
020/10/2001	1

Date: 1st October 2001

Subject: Canopy Latching

Applicability: SZD 51-1 Junior

Accomplishment: At next C of A inspection or whenever difficulty with canopy latching is reported

Reason: To prevent possible miss latching of canopy in closed position and loss of canopy after in flight opening

Instructions:

1. Inspect canopy latching tongue to ensure that it enters the slot on the latch plate.
2. Check for evidence of latching above latch plate and under cockpit top edge.
3. If evidence of miss latching is found or optionally carry out the modification at 4.
4. (a) Enlarge cut out above latch plate to take the edge beyond the line of the latch plate face. Maintain min 4mm radius in corners of cut out
   (b) Fill area between top of latch plate and underside of cockpit edge with suitable filler. Car body filler or micro balloons would be suitable for this non-structural application.
   (c) Ensure canopy cannot be latched in any other position than in the correct latch plate slot.
5. Enter compliance with inspection and modification carried out (if applicable) in glider log book.

Approved By
Jim Hammerton, Chief Technical Officer

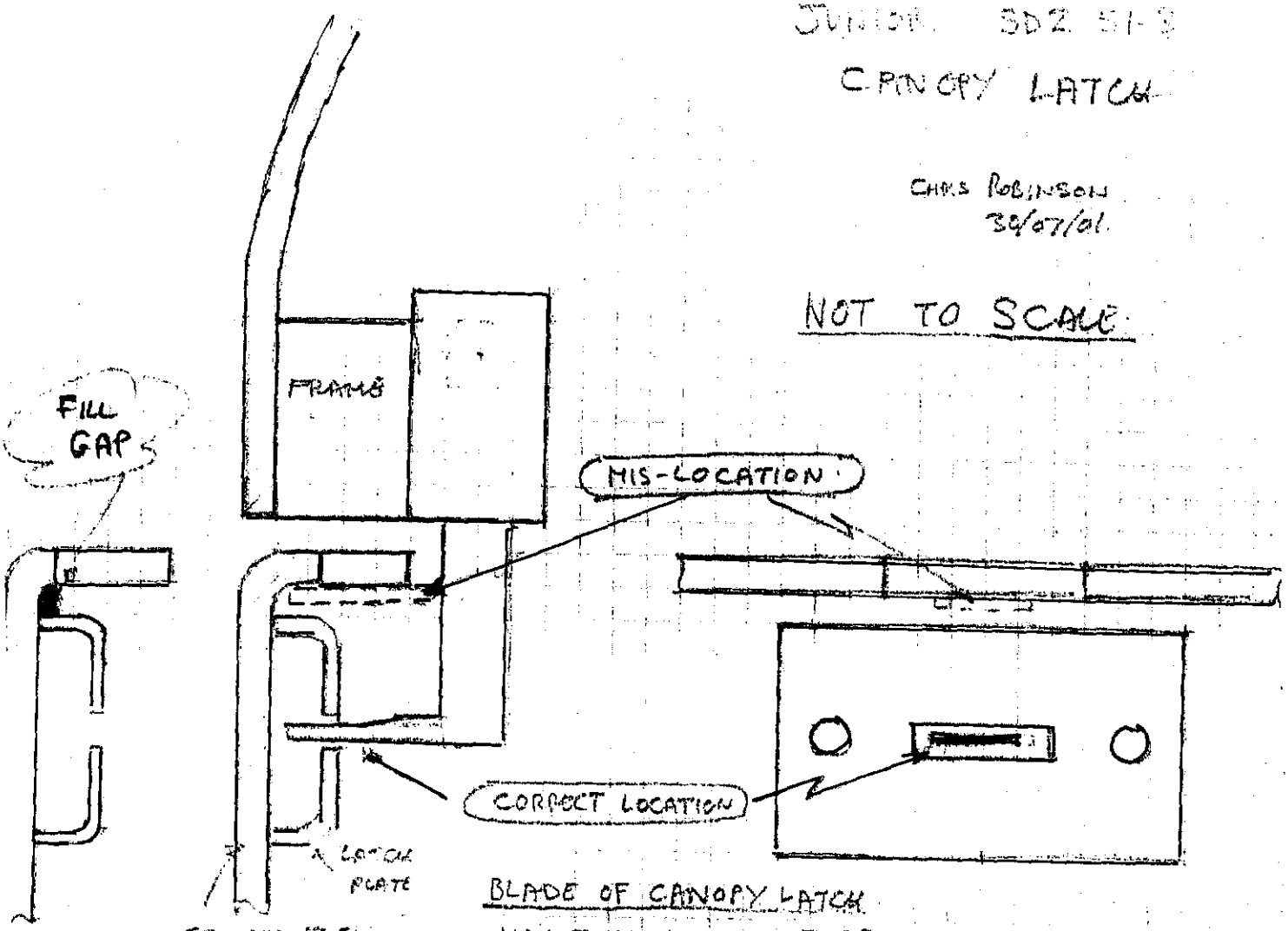
Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

JUNIOR SD2 51-3

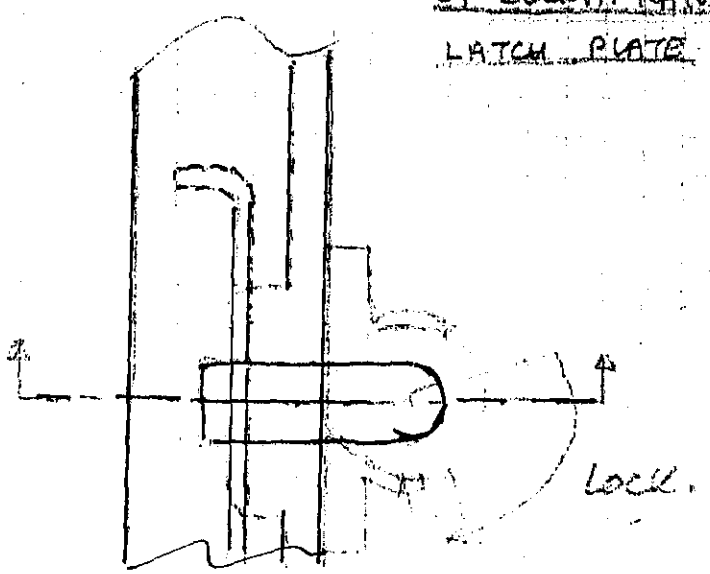
CANOPY LATCH

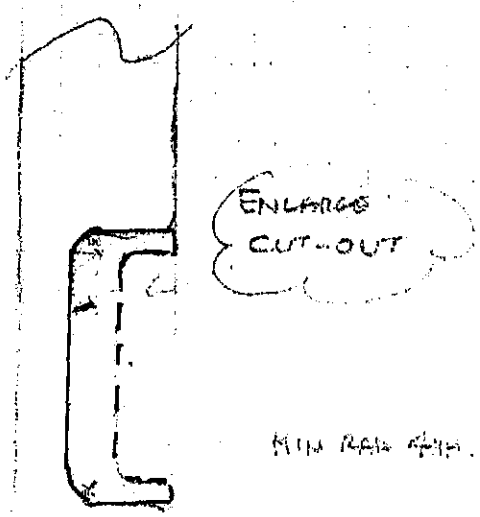
CHRIS ROBINSON
30/07/01

NOT TO SCALE



BLADE OF CANOPY LATCH MAY ENGAUGE WITH EDGE OF COCKPIT RATHER THAN LATCH PLATE





BGA 020/10/2001

British Gliding Association
Aircraft Inspection

Mandatory

Number:	Issue:
023/10/2001	1

Date: 2nd October 2001

Subject: Trim Control

Applicability: SZD 51-1 Junior

Accomplishment: At next C of A inspection

Reason: Trim control knob shaft failed and trim knob detached in flight allowing trim rod to drop and foul air brake control.

Instructions:
1) Remove Trim Knob, spring and nylon sleeve – **CAUTION** spring under knob in compression
2) Inspect knob shaft for cracks or bending. Straightening of a bent rod is not recommended
3) Refit Nylon sleeve, spring and knob
4) Carry out an operational check of the trim control. Check for stiffness or lumpy operation
5) Record compliance in glider log book

Approved By
Jim Hammerton, Chief Technical Officer

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

UK DISTRIBUTOR FOR ROTAX AIRCRAFT ENGINES

SKYDRIVE

THE DRIVING FORCE IN LIGHT AVIATION

Our Ref. Cover68 6th September 2001

Dear Bulletin Subscriber, Aircraft Manufacturer, Kit Supplier

Please find enclosed the following:-

SERVICE INSTRUCTIONS

SI-912-007
SI-914-009
SI-2ST-003
Check of the fuel pressure gauge kit part No. 874230 for Rotax engine type 912 and 914 (series) and 2 stroke UL aircraft engines.

SI-912-008
Fuel pressure indication problems on Rotax engine type 912 (series).

SERVICE BULLETINS

SB-912-030
SB-914-019
Cracks, wear and distortion on the carburetter flange on Rotax engines type 912 and 914 (series).

SB-912-030UL
SB-914-019UL
Cracks, wear and distortion on the carburetter flange on Rotax engines type 912 and 914 (series).

As Rotax have classified the above Bulletins as Mandatory, we would appreciate it if trade customers who have supplied engines to end users would send a copy of the above 2 bulletins to all such customers.

Please find updated index sheets for your bulletin packs.

The above publications are available on the Rotax Aircraft Engine Website
www.rotax-aircraft-engines.com

Thank you for your co-operation.

Yours sincerely

Nigel Beale

Have you visited our web site on www.skydrive.co.uk

SKYDRIVE Limited, Burnside, Deppers Bridge, Southam CV47 2SU
Tel:01926 612188. Fax 01926 613781

SERVICE INSTRUCTION INDEX - EDITION 5, 9/2001

ROTAX COMPLIANCE CATEGORY KEY - I = INFORMATION
R = RECOMMENDED
O = OPTIONAL

CATEGORY	TITLE	REVISION	DESCRIPTION
I	SI-2ST-001		Installation instructions for the new design piston for 582 UL with monohook piston pin circlip grooves.
I	SI-912-001 SI-914-001		Installation of rotary water pump seal / pump impeller
R	SI-914-002		Optimising of mixture distribution
I	SI-914-003		Checking and lubrication of the wastegate
R	SI-912-002 SI-914-004		Verification of the lubrication system and replacement of the oil pressure spring
I	SI-2ST-002		Change of the exhaust gasket on Rotax engine type 582 UL Model 90/99 and on Rotax engine type 618 UL
O	SI-912-003 SI-914-005		Oil connections with UNF threads.
I	SI-912-004 SI-914-006		Modified carburettor flange for Rotax engine type 912 series and Rotax engine type 914
I	SI-912-005 SI-914-007		Lubrication system for all Rotax engines type 912 (series) and 914 (series)
R	SI-06-1998	1	Amendment on Reduction Gearbox Type 'C' and Type 'E' for Rotax 2 stroke UL Aircraft Engines
R	SI-912-006 SI-914-008		Replacement of the Circlip in the Sprag Clutch Housing on Rotax engine type 912 and 914 (series)
M	SI-18-1997	3	Selection of motor oil and general operating tips for Rotax engines type 912 and 914 (series)
R	SI-912-007 SI-914-009 SI-2ST-003		Check of the fuel presure gauge kit part No. 874230 for Rotax engine Type 912 and 914 (Series) and 2 stroke UL aircraft engines.
R	SI-912-008		Fuel pressure indication problems on Rotax engine Type 912 (Series).

CATEGORY	TITLE	REVISION	DESCRIPTION
M	SB-912-030 SB-914-019		Cracks, wear and distortion on the carburetter flange on Rotax engines Type 912 and 914 (Series)
M	SB-912-030 UL SB-914-019 UL		Cracks, wear and distortion on the carburetter flange on Rotax engines Type 912 and 914 (Series)

SERVICE BULLETIN INDEX - EDITION 8, 5/2001

ROTAX COMPLIANCE CATEGORY KEY - I = INFORMATION
O = OPTIONAL
R = RECOMMENDED
M = MANDATORY

CATEGORY	TITLE	REVISION	DESCRIPTION
O	SB-912-011	1	Use of an adapted propeller governor on Rotax engine type 912 A3 & 912 F3.
M	SB-912-026 SB-914-014	3	Checking and replacement of stator assy.
M	SB-912-026 UL SB-914-014 UL	3	Checking and replacement of stator assy.
M	SB-912-027 SB-914-010	1	Checking or replacement of the propeller gearbox for all versions of the Rotax engine type 912 and 914
M	SB-912-027 UL SB-914-010 UL	1	Checking or replacement of the propeller gearbox for all versions of the Rotax engine type 912 and 914 (For UL engines - must be read in conjection with SB-912-027 / SB-914-010)
M	SB-914-015		Checking or replacement of the exhaust muffler of reduced noise e emission part No. 979405 for Rotax engine type 914F Issue January 2001 (Alert Service Bulletin SB-914-015 Issue July 2000 Cancelled)
M	SB-912-022 SB-914-011		Replacement of Valve Spring Retainer on Single Valve Spring Configuration of Rotax Engine Type 912 & 914 (series)
M	SB-912-022 UL SB-914-011 UL	1	Replacement of Valve Spring Retainer on Single Valve Spring Configuration of Rotax Engine Type 912 & 914 (series)
M	SB-912-028 SB-914-016		Checking or Replacement of Engine Suspension Frame Part No. 886 567 on Rotax Engine Type 912 & 914 (Series)
M	SB-912-028 UL SB-914-016 UL		Checking or Replacement of Engine Suspension Frame Part No. 886 567 on Rotax Engine Type 912 & 914 (Series)
M	SB-914-017		Checking or Replacement of the Exhaust Bend on Rotax Engine Type 914 (Series)
M	SB-914-017 UL		Checking or Replacement of the Exhaust Bend on Rotax Engine Type 914 (Series)
M	SB-912-029 2B-914-018		Checking of the Crankcase on Rotax Engine Type 912 & 914 (Series)
M	SB-912-029 UL SB-914-018 UL		Checking of the Crankcase on Rotax Engine Type 912 & 914 (Series)

British Gliding Association

Glider Airworthiness Report (BGA approved Types)

Use for: Used glider when Export or Domestic C of A is not available and a BGA C of A is requested.

BGA Number	Type	Serial/works no

Country being exported from	Inspector completing report BGA Authorisation No.

Date of Manufacture	Hours flown	Number of launches

Date of last C of A in country of origin From to	Date last flown prior to export or acceptance flight	Date of import

Details of all Airworthiness Directives, special and life inspections, mandatory mods, service bulletins, technical notes etc. applicable to this aircraft type.

Reference (AD, SB, TN Number etc.)	Details	Complied with	Not applicable	Initials

Continue on additional sheets if necessary

Details of any modifications from original specification

Details of any accidents or major repairs, rebuilds or refurbishment

Equipment Fitted. Flight instruments must be in the same units as quoted on limitations placards and C of A
(In the interests of safety, the BGA recommends that flight instruments to be in 'imperial' units – MPH/KTS/FEET)

Equipment	Make (if visible)	Position	Units	Remarks
Airspeed indicator				
Altimeter				
Vario				
Radio			No Channels	
GPS				

BGA INSPECTOR CERTIFICATION
I certify that as far as I am aware the above details are accurate and correct and I recommend the issue of a BGA Certificate of Airworthiness.

Signed Date BGA Authorisation No.

(BGA USE ONLY)
Satisfactory for the issue of a BGA C of A

Signed Date CTO

Use of this form does not negate the requirement for correct UK customs clearance.

Please submit with BGA 267, weighing report, and details of deregistration.
This form is not required if Export C of A or domestic C of A is submitted.

BRITISH GLIDING ASSOCIATION
CHARGES FOR 2001/2002

Certificates

A Endorsement	£ 11.00
A Pin Badge	£ 2.50
B Endorsement	£ 6.50
B Pin Badge	£ 2.50
Bronze Endorsement	£ 8.50
Bronze Pin Badge	£ 2.50
Cross Country Endorsement	£ 8.50
Silver, Gold, Diamond – per leg	£ 8.50
Silver Pin Badge	£ 2.50
Gold Pin Badge	£ 2.50
UK Cross Country Diploma – each part	£ 8.50
If applying simultaneously for both	£ 16.00

Certificate of Airworthiness

Glider – new / renewal per year		£ 60.00
Duplicate		£ 15.00
Motor Glider & Tugs (G-reg)		
3 year CofA by max weight	up to 500 kg	£180.00
	up to 1000 kg	£360.00
	1001 to 1500 kg	£540.00

Other

Competition Licence – issue / renewal per year	£ 13.50
Competition Number – issue / renewal per year	£ 13.50
Basic Instructor Record Card	£ 15.00
Assistant Instructor Record Card	£ 25.00
Inspectors – issue / renewal per year	£ 21.00
Instructors renewal per year	£ 25.00
Official Observer – issue	£ 7.50
Gliding Licence	£ 22.50