British Gliding Association – Technical Committee

Technical News Sheet 04/02

Part 1 Airworthiness issues (all categories)

1.1 **DG 800** TN 873/26, AD 2002-083 (Mandatory)
Equipped with Solo 2625 or Mid West AE 50T engine.
Modification to wiring of fuel and coolant pumps + manual revision
AD details enclosed

1.2 **Diamond HK 36 series** MSB 36-72, AD 111 (Mandatory)
Inspection and modification of aileron control system push rods.
AD details enclosed

1.3 **Glasflugel 401 Kestrel** TN 401-26, AD 2002-051 (Mandatory)
Flight controls, Airbrake actuation shaft inspection
AD details enclosed

1.4 **Grob G103 Twin III SL** MSB869-22, AD 2002-066 (Mandatory)
Crack inspection of brackets on C of G tow hook
AD details enclosed

1.5 **Grob Twin Astir** MSB315-62, AD 2002-067 (Mandatory)
Crack inspection of brackets on C of G tow hook
AD details enclosed

1.6 **Grob Twin Astir Trainer** MSB315-62, AD 2002-067 (Mandatory)
Crack inspection of brackets on C of G tow hook
AD details enclosed

1.7 **Grob G103 Twin II** MSB315-62, AD 2002-067 (Mandatory)
Crack inspection of brackets on C of G tow hook
AD details enclosed

1.8 **Grob G103A Twin II Acro** MSB315-62, AD 2002-067 (Mandatory)
Crack inspection of brackets on C of G tow hook
AD details enclosed

1.9 **Grob G103C Twin III Acro** MSB315-62, AD 2002-067 (Mandatory)
Crack inspection of brackets on C of G tow hook
AD details enclosed

1.10 **Grob G103C Twin III** MSB315-62, AD 2002-067 (Mandatory)
Crack inspection of brackets on C of G tow hook
AD details enclosed

1.11 **LET L13SW and L13SE** MB No SW13-053a, AD 026/2002 (Mandatory)
Introduction of fuel strainer
AD details enclosed

1.12 **Rollanden-Schneider LS1** TB 58 (Optional)
Installation of Nose hook

1.13 **Rollanden-Schneider LS3a & LS3-17** TB 3047 (Optional)
Additional Tail Wheel installation

1.14 **Rollanden-Schneider LS4** TB 4037 (Optional)
Additional Tail wheel installation

1.15 **Rollanden-Schneider LS8, LS8-a, LS8-18**
TB 8011, AD 2002-082 (Mandatory)
Flight and Maintenance manual re-issue
Upgraded to Mandatory by issue of Airworthiness Directive, details enclosed.

1.16 **Schempp-Hirth Duo Discus** TN 396-7 (Optional)
Airbrake control mechanism modification to lower operational forces

1.17 **Schempp-Hirth Duo Discus T** TN 890-1 (Optional)
Airbrake control mechanism modification to lower operational forces
(Duo Discus T in waiting full certification and is operating on BGA Permit to Fly)

1.18 **Schempp-Hirth Discus 2b** TN 360-18 (Mandatory)
Tost "Europa G88" C of G release, installation position and modification (at next C of A or by 31/12/02)

1.19 **Schempp-Hirth Nimbus 4DM** MM revision 18 (Information)
MB 868-9 and MB868-11 corrected and manual revised

1.20 **Schempp-Hirth Ventus 2c** TN 349-26 (Mandatory)
Tost "Europa G88" C of G release, installation position and modification (at next C of A or by 31/12/02)

1.21 **Schempp-Hirth Ventus cM, 2cT, 2cM.** TN 825-30 (Mandatory)
Tost "Europa G88" C of G release, installation position and modification (at next C of A or by 31/12/02)

1.22 **Schempp-Hirth Ventus 2cM** MM revision 23 (Information)
MB 825-27 and MB 825-30 corrected and manual revision

1.23 **Schempp-Hirth Duo Discus T** (Mandatory)
See Solo engine airworthiness directive AD 2002-130/2

1.24 **Schleicher ASK 13** BGA Data Sheet (Recommended)
Limitations revised – See data sheet.

1.25 **Schleicher K6 BR & CR** BGA Data Sheet (Recommended)
Limitations revised – See data sheet.

1.26 **Schleicher K6E** BGA Data Sheet (Recommended)
Limitations revised – See data sheet.

1.27 **Schleicher K7** BGA Data Sheet (Recommended)
Limitations revised – See data sheet.

1.28 **Schleicher K8b** BGA Data Sheet (Recommended)
Limitations revised – See data sheet.

1.29 **Schleicher ASW 22** TN13, AD 2002-076 (Mandatory)
Extension of service life and manual amendments
AD details enclosed

1.30 **Schleicher ASW 27** TN 9, AD 2002-086 (Mandatory)
Correction of C of G limits when using water ballast, fitment of warning placard.
AD details enclosed

1.31 **Stemme S10** SB A31-10-058, AD 2002-113 (Mandatory)
MAN drive shaft inspection
AD details enclosed

1.32 **Stemme S10 series** BGA 028/04/2002 Iss 1 (Recommended)
Recommended inspection of landing gear radius arms for cracks and potential failure
Details enclosed

Engines

1.33 **Rotax 912 series** SI-912-008 R1 (Recommended)
Fuel pressure indication problems. S/N range and detail revision

1.34 **Rotax 582 UL series** SB-2ST-002 (Mandatory)
Modified rotary valve cover

1.35 **Solo 2350** TM4603-11, AD 2002-130/2 (Mandatory)
Use of engine prohibited until modified propeller bearing block mountings fitted.
Engine fitted to Schempp-Hirth Duo Discus T but may be used in other applications.
AD details enclosed. Applies to 2350 D

Equipment

1.36 **MarS spol s.r.o. Parachute** AD-T-039/2002-04-29 (Mandatory)
Models ATL-88, ATL-88/92-s, ATL-88/90 produced after 30/12/97 are unairworthy
AD details enclosed

1.37 **Control Cable fittings** CAA LTO 2325 (Information)
Control cable end fittings – cracking and corrosion
Letter to operators enclosed

Part 2 Modifications

	Type	Detail	BGA Mod No.	Contact
2.1	T59 Kestrel	Winglets	BGA 2001/30	BGA
2.2	SHK1	Re-position lap straps forward	BGA 2002/01	BGA
2.3	T31b	CG release reinforce	BGA 2002/02	BGA

2.4	Ka6E	Nose release	BGA 2002/04	CP West
2.5	Ka6E	Lift off canopy	BGA 2002/05	CP West
2.6	LS3	Disk brake	BGA 2002/06	Severn Valley SP

Part 3 General Matters

3.1 Starter Warning lights on Motor Gliders

Airworthiness Notice 33 – "Unprotected Starter Circuits" is applicable to ALL motor gliders (and Tugs) having solenoid operated starter motors. The fact that the majority of Motor Gliders are operated in the Private Category is not a reason for non-compliance.

The BGA is applying for a generic modification to enable owners to incorporate this requirement.

3.2 Tost Weak Links

The Technical Committee has confirmed that **the BGA do not recommend the use of main and reserve Tost weak links** due to the possibility on two of the same being fitted and so doubling of the weak link strength.

If main and reserve links are to be used then they must fitted correctly i.e. one with normal holes and one with slots, no other combination is permissible. If you do not have slotted links then only one must be used.

3.3 BGA Charges

Motor Glider and Tug C of A / Permit to Fly fees have increased.

C of A renewal	up to 500kg	£ 192.00
(3 year)	501kg to 1000kg	£ 384.00
	1001kg and over	£ 576.00
Permit to Fly	up to 500kg	£ 123.00
(1 year)	501kg and over	£ 227.00

Compliance Statement:
All mandatory inspections and modifications have been included up to the following;
Airworthiness Notices, Contents issue 130
Mandatory Aircraft Modifications & Inspections Summary, issue 258
FAA Summary of Airworthiness Directives. Bi-weekly listing 2002-08
Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, issue 333
Foreign Airworthiness Directives Vol. III, issue 343
CAA Mandatory Permit Directives, issue 2002/2

Jim Hammerton
Chief Technical Officer

LBA

Airworthiness Directive
2002-083

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

Glaser Dirks

Effective Date: April 04, 2002

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	DG-Flugzeugbau, Bruchsal, Germany
Type:	DG-800 A
Model:	DG-800B equipped with engine 'SOLO 2625' or 'Mid-West AE 50T'
Serial numbers affected:	as listed in the Technical Note of the manufacturer
German Type Certificate No.:	873

Subject: Powerplant / electrical system, Exchange of pages into the Flight- and Maintenance Manual

Reason:
Both electrical circuits of the fuel pump and the coolant pump are protected by DEI circuit breaker. Thus the pumps will stop running if this circuit breaker pops out. By installing a resetable fuse and by changing the wiring in the control unit the pumps will continue running via the generator circuit if the DEI circuit breaker is popped out.

Action:
Modification, exchange of components and exchange of pages into the Flight- and Maintenance Manual.
The actions must be done in accordance with the Technical Note of the manufacturer.

Compliance:
Actions to be accomplished not later than April 30, 2002.

Technical publication of the manufacturer:
DG-Flugzeugbau Technical Note No. 873/26 dated November 12, 2001 and 873/27 dated November 29, 2001 which becomes herewith part of this AD and may be obtained from Messrs.:

DG-Flugzeugbau
Postbox 41 20
D- 76625 Bruchsal
Federal Republic of Germany
Phone: ++ 49 7257 890 Fax: ++ 49 7257 8922
www.dg-flugzeugbau.de

Holders of affected aircraft registered in Germany have to observe the following:
Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

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.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

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!

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austro CONTROL
AUSTRIAN CIVIL AVIATION ADMINISTRATION

AIRWORTHINESS DIRECTIVE

No. 111

Aileron Control System Push Rods
Powered Sailplane
HK 36, HK 36 R, HK 36 TC, HK 36 TS, HK 36 TTC, HK 36 TTS, HK 36 TTC-ECO

1. Applicability:

HK 36 "Super Dimona"	all serial numbers
HK 36 R "Super Dimona"	all serial numbers
HK 36 TC	all serial numbers
HK 36 TS	all serial numbers
HK 36 TTC	all serial numbers
HK 36 TTS	all serial numbers
HK 36 TTC-ECO	all serial numbers

2. Subject: Inspection and Modification of aileron control system push rods, ATA Code 27-10

3. Reason: As a result of pre-flight checks a broken aileron push rod (installed spanwise, one in each wing) on one aircraft and damaged aileron push rods on further aircrafts were discovered. The damages (fracture, dents, cracks) were located close the outboard rod end bearing and were caused by interference of the push rod with the aileron bellcrank support bracket, respectively the support bracket rib.
Fracture of the push rods leads to loss of aileron control.

4. Action:
1) Inspection of the long aileron push rods in both wings according to Diamond Aircraft Industries GmbH Service Bulletin No. MSB36-72, dated February 1, 2002.
2) Modification of the long aileron push rods in accordance with Diamond Aircraft Industries GmbH Work Instruction No. WI-MSB36-72, revision 0, dated February 1, 2002.

5. Compliance:
Action 1: Prior to next flight, and thereafter at each scheduled inspection until Action 2 is accomplished.
Action 2: If deformations or cracks are found prior to next flight, if paint scratches only are found no later than August 31, 2002.

6. Accomplishment: The required actions have to be accomplished either by the manufacturer, or a licensed/qualified person/organisation depending on national regulations. Accomplishment of the AD has to be confirmed in the aircraft log according to national regulations.

Airworthiness Directive
2002-051

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

Glasflügel

Effective Date: March 07, 2002

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Streifeneder, Grabenstetten, Germany
Type:	Kestrel
Models affected:	Kestrel
Serial numbers affected:	all
German Type Certificate No.:	276

Subject:
Flight Controls - airbrakes actuation shaft

Reason:
Deformation and cracks caused by incorrect locking forces of the airbrake control

Action / Compliance:
1. Visually check the area of the welding seam between actuation lever and torsion shaft: before next flight.
2. Insert page into the flight manual (repeat the visually check at each annual inspection): until March 31, 2002
3. If damage is found during inspection of action 1. or 3. the effected assembly must repaired before the next flight

The actions must be done in accordance with the instructions of the manufacturers Service Bulletin.

Technical publication of the manufacturer:
Streifeneder Technical Note No. 401-26 dated November 22, 2001 which becomes herewith part of this AD can be obtained from Messrs.:

Hansjörg Streifeneder
Glasfaser-Flugzeug-Service GmbH
Hofener Weg
D-72582 Grabenstetten / Germany

Phone: ++ 49 7382 / 1032
Fax: ++ 49 7382 / 1629
e-mail: streifly@aol.com

Holders of affected aircraft registered in Germany have to observe the following:
Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

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.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

Airworthiness Directive
2002-066

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

Grob

Effective Date: March 21, 2002

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	Grob, Tussenhausen-Mattsies, Germany
Type:	G 103C TWIN III SL
Models affected:	G 103C TWIN III SL
Serial numbers affected:	35002 up to 35051
German Type Certificate No.:	869

Subject:
C of G Release hook - cracks at the forward attachment brackets

Reason:
After long time of operation, cracks at the forward C of G release hook attachment brackets might occur.

Action / Compliance:
1. Visually check the attachment brackets before April 30, 2002. If cracks have been found: replace the brackets before the next flight.
2. If no cracks were found: exchange the attachment brackets not later than September 30, 2002.

The actions must be done in accordance with the instructions of the manufacturers Service Bulletin.

Technical publication of the manufacturer:
Grob Service Bulletin No. MSB869-22 dated January 22, 2002 which becomes herewith part of this AD can be obtained from Messrs.:

GROB Luft- und Raumfahrt
Lettenbachstrasse 9
D-86874 Tussenhausen-Mattsies / Germany

Phone: ++ 49 8268 / 998139
Fax: ++ 49 8268 / 998200
e-mail: productssupport@grob-aerospace.de

Holders of affected aircraft registered in Germany have to observe the following:
Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

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.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

Airworthiness Directive 2002-067

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

Grob

Effective Date: March 21, 2002

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Grob, Tussenhausen-Mattsies, Germany
Type:	TWIN ASTIR
Models / Serial numbers affected:	TWIN ASTIR - S/N: 3000 - 3291 TWIN ASTIR TRAINER - S/N: 3008 up to 3291 (with suffix "T") G 103 TWIN II - S/N: 3501 up to 3729 G 103A TWIN II ACRO - S/N: 3544 up to 34078 (with suffix "K") G 103C TWIN III ACRO - S/N: 34101 and up G 103C TWIN III - S/N: 36001 up to 36014
German Type Certificate No.:	315

Subject:
C of G Release hook - cracks at the forward attachment brackets

Reason:
After long time of operation, cracks at the forward C of G release hook attachment brackets might occur.

Action / Compliance:
1. Visually check the attachment brackets before April 30, 2002. If cracks have been found: replace the brackets before the next flight.
2. If no cracks were found: exchange the attachment brackets not later than September 30, 2002.

The actions must be done in accordance with the instructions of the manufacturers Service Bulletin.

Technical publication of the manufacturer:
Grob Service Bulletin No. MSB315-62 dated January 21, 2002 which becomes herewith part of this AD can be obtained from Messrs.:

GROB Luft- und Raumfahrt
Lettenbachstrasse 9
D-86874 Tussenhausen-Mattsies / Germany

Phone: ++ 49 8268 / 998139
Fax: ++ 49 8268 / 998200
e-mail: productssupport@grob-aerospace.de

Holders of affected aircraft registered in Germany have to observe the following:
Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

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!

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Airworthiness Directive 2002-082

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

Rolladen-Schneider

Effective Date: April 04, 2002

Affected:

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

Subject:
Exchange of pages into the Flight- and Maintenance Manual
- various items updated (tow hook, annual inspection checklist)
- optional trim by removal of tail fin battery

Reason:
For decrease of minimum cockpit load, the tail fin battery may be removed (up to now permanent installation only). If it is the only battery in use, it must be installed in the baggage compartment.

Action:
Exchange of pages into the Flight- and Maintenance Manual, exchange of cockpit data placard and enter all cockpit load variations into the Flight Manual in accordance with the instructions given in the manufacturers Technical Bulletin.

Compliance:
The action must be performed before the next annual inspection.

Technical publication of the manufacturer:
Rolladen-Schneider LS8-a/LS8-18 Technical Bulletin No. 8011 Edition 01.December 2001 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
e-mail: lsflug@aol.com

Holders of affected aircraft registered in Germany have to observe the following:
Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

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.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

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!

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CIVIL AVIATION AUTHORITY
CZECH REPUBLIC
Airworthiness Division

Airport Ruzyne, 160 08 Prague 6
Tel: 420 2 33320922, fax: 420 2 20562270

AIRWORTHINESS DIRECTIVE

Number: CAA-AD-026/2002

Date of issue: March 29, 2002

EVEKTOR s.r.o.
L13SW, L13SE

POWERED SAILPLANE – ENGINE INLET – MODIFICATION

Applicability: Powered gliders L13SW and L13SE produced by EVEKTOR s.r.o. all serial numbers, certificated in any category.

Reason: Possibility of intrusion of impurities into the carburettor, because of the non-protected engine inlet, which can lead to the engine failure.

Effective date: May 16, 2002.

Compliance: Upon receipt of this AD protect the engine inlet hole by means of the metal strainer in accordance with Mandatory Bulletin No.: SW13-053a dated February 1, 2002, which becomes herewith part of this AD and may be obtained from: EVEKTOR – AEROTECHNIK a.s., 686 04 Kunovice, Czech Republic, phone: +420 632/537 533, e-mail: jhron@evektor.cz.

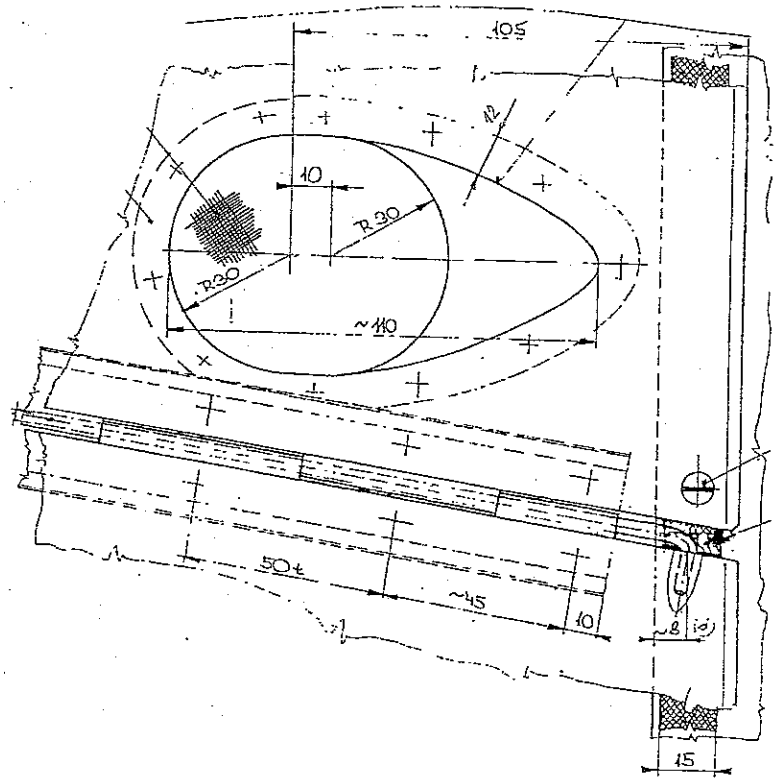
Remarks: The compliance of this AD must be recorded in Aircraft Logbook where applicable the requirements of this AD must be integrated into Aircraft Technical Documentation. Address inquiries concerning this AD to: Civil Aviation Authority, Airworthiness Division, Ruzyne Airport, 160 08 Prague 6, Czech Republic, tel: 420 2 33320922, fax: 420 2 20562270.

Ing. Pavel MATOUŠEK
Director

Appendix No. 1

MANDATORY BULLETIN No. SW 13-053a	Sheet: 1	Total sheets: 1

1. Drill out the inlet hole baffle on the upper engine cover.
2. Adjust the strainer shape according to the inlet hole with the allowance of 12 mm.
3. Set the baffle with strainer to the original position.
4. Drill and joggle holes for rivets.
5. Rivet. Pack out snap heads of rivets with packing.
6. Write down the bulletin accomplishment into the operation documentation.



Necessary material:

1	Brass strainer, max. mesh size 1x1mm, dimension 140x90	order No. 089200....	1 pc
2.	Packing	order No. 736224...	1 pc
3	Rivet 2.6 x 8 ČSN 02 2311.5	order No. 045350...	10 pc

issues

MANDATORY BULLETIN No. SW13-053a

SAFETY RELATED

The technical aspect approved by TI-CAA of the Czech Republic

1.	CONCERNING:	All powered gliders L13SW and L13SE
2.	REASON:	Intrusion of impurities into the carbureror leading to a possible engine failure can occur for the reason of the non-protected engine inlet.
3.	REQUIRED ACTION:	Protect the engine inlet hole by means of the metal strainer
4.	THE LATEST DATE OF ACTION:	Immediately after bulletin receiving.
5.	ACTION CARRIED OUT BY:	The operator according to the procedure stated in the appendix No. 1
6.	COSTS COVERED BY:	The operator
7.	NECESSARY MATERIAL:	The material will be delivered by the manufacturer on the basis of the operator's order
8.	WORK PROCEDURE:	Stated in the appendix No. 1
9.	APPENDICES:	1 sheet

Ing. Josef Hron

.....

Manufacturer's representative

Date: 1.2.20[illegible]2

EVEKTOR s.r.o.
Letiště
686 04 Kunovice

phone: +420 632 537 428 fax: +420 632 537 901 e-mail: evektor@evektor.cz http://www.evektor.cz

BGA glider data sheet Index

BGA glider data sheet - ASK 13

Data source : Manufacturers' handbook Date of issue: undated

Manufacturer: Schleicher Web site: Phone: Fax:

UK Agent: Peter Wells E Mail: zuluglasstek@clara.net Phone: 01844 208 157

Link to mandatory mods: Fax: 01844 201 028

Weighing Data:

	Kg	Pounds
Max weight	480	1060
BGA concession non-aerobatic max weight	529	1166
Max weight of non lifting components (everything except wings)	322	710
BGA concession non-aerobatic max weight of non lifting components	371	816
Max pilot weight (seat load)	110	242

	mm	Inches
Forward C of G limit (aft of datum)	70	2.76
Aft C of G limit (aft of datum)	247	9.7
Front pilot position (forward of datum)	1067	42
Rear pilot position (forward of datum)	0	0

Control deflections in mm

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons	135 ±10	65 ±10	260	
Elevator	160 ±15	160 ±15	470	
Trim				
Rudder	Left 400 ±20	Right 400 ±20	800	

Longitudinal datum: Wing rib 3 LE .

Horizontal datum: Rear fuselage top 1000:55 tail down (underside of rib 3 horizontal)

Maximum speeds (Indicated airspeeds with standard pitot/static system)

	Knots	Kph
VNE	108	200
Rough air	81	150
Manoeuvre	81	150
Aerotow	81	150

	Knots	Kph
Airbrakes open	108	200
Winch / auto tow	65	120

Max winch weak link: 1070 Kg (Black)

Tyre pressure: 36 psi (2,5 Bar)

~~Non~~/semi/~~fully~~-aerobatic Cloud flying permitted

Notes: -

This sheet compiled by: Tim Macfadyen Date 28 January 2002

BGA glider data sheet - Ka 6 BR & CR (Rhönsegler)

Data source: Manufacturer's Handbook Date of issue:

Manufacturer: Schleicher Web site: Phone: Fax:

UK Agent: Peter Wells E Mail: zuluglasstek@clara.net Phone: 01844 208 157

Link to mandatory mods: Fax: 01844 201 028

Weighing Data:

	Kg	Pounds
Max weight (dry)	300	660
BGA concession non-aerobatic max weight (dry) [+3%]	309	680
Max pilot weight (seat load)	110	242
Max weight of non lifting components (everything except wings)	190	419
BGA concession non-aerobatic max weight of non lifting components [+5%]	200	440
	mm	Inches
Forward C of G limit (aft of datum)	175	6.9
Aft C of G limit (aft of datum)	352	13.8
Pilot position (forward of datum)	520	20.5

Control deflections in mm

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons	110 ±10	45 ±10	220	
Elevator	105 ±10	105 ±10	330	
Rudder	Left 355 ±20	Right 355 ±20	680	

Longitudinal datum: Wing root LE Rib 3

Horizontal datum: Rear fuselage top 1000:122 tail down

Maximum speeds (Indicated airspeeds with standard pitot/static system)

	Knots	Kph
VNE	108	200
VNE Ka6 BR-Pe & CR-Pe	97	180
Rough air	83	154
Manoeuvre	83	154

	Knots	Kph
Aerotow	83	154
Winch / auto tow	60	111
Airbrakes open	108	200

Max winch weak link: 600 Kg Blue

Tyre pressure: 36 psi 2,5 Bar

~~Non~~/semi/~~fully~~ aerobatic. Cloud flying permitted.

Notes: -

This sheet compiled by: Tim Macfadyen Date: 22 January 2002

BGA glider data sheet - Ka 6E (Rhönsegler)

Data source: Manufacturer's Handbook Date of issue: 1965

Manufacturer: Schleicher Web site: Phone: Fax:

UK Agent: Peter Wells E Mail: zuluglasstek@clara.net Phone: 01844 208 157

Link to mandatory mods: Fax: 01844 201 028

Weighing Data:

	Kg	Pounds
Max weight (dry)	300	660
BGA concession non-aerobatic max weight (dry) [+3%]	309	680
Max pilot weight (seat load)	110	242
Max weight of non lifting components (everything except wings)	190	419
BGA concession non-aerobatic max weight of non lifting components [+5%]	200	440
	mm	Inches
Forward C of G limit (aft of datum)	180	7.1
Aft C of G limit (aft of datum)	383	15.0
Pilot position (forward of datum)	424	16.7

Control deflections in mm

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons	110 ±10	46 ±10	220	
Elevator	125 ±10	125 ±10	585	
Rudder	Left 355 ±20	Right 355 ±20	680	

Longitudinal datum: Wing root LE Rib 3

Horizontal datum: Rear fuselage top 1000:90 tail down

Maximum speeds (Indicated airspeeds with standard pitot/static system)

	Knots	Kph
VNE	108	200
Rough air	81	150
Manoeuvre	81	150

	Knots	Kph
Aerotow	81	150
Winch / auto tow	56	104
Airbrakes open	108	200

Max winch weak link: 600 Kg Blue

Tyre pressure: 36 psi 2,5 Bar

~~Non~~/semi/~~fully~~ aerobatic. Cloud flying permitted.

Notes: -

This sheet compiled by: Tim Macfadyen Date: 22 January 2002

BGA glider data sheet - ASK 18

Data source Flight Manual | Date of issue: 1975

Manufacturer: Schleicher | Web site: | Phone: | Fax:

UK Agent: Peter Wells | E Mail: zuluglasstek@clara.net | Phone: 01844 208 157

Link to mandatory mods: | Fax: 01844 201 028

Weighing Data:

	Kg	Pounds
Max weight (dry)	335	738
BGA concession non-aerobatic max weight (dry) [+3%]	345	760
Max weight of non lifting components (everything except wings)	210	463
BGA concession non-aerobatic max weight of non lifting components [+5%]	220	486
Max pilot weight (seat load)	110	242

	mm	Inches
Forward C of G limit (aft of datum)	230	9.05
Aft C of G limit (aft of datum)	379	14.9
Pilot position (forward of datum)	485	19.1

Control deflections in mm

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons	110 ±10	45 ±10	230	
Elevator	110 ±10	110 ±10	330	
Trim				
Airbrakes				
Rudder	Left 355 ±20	Right 355 ±20	675	

Longitudinal datum: Wing root LE (rib 3).

Horizontal datum: Wing rib 3 underside horizontal

Maximum speeds

	Knots	Kph
VNE	108	200
Rough air	75	140
Manoeuvre	75	140

	Knots	Kph
Aerotow	75	140
Winch / auto tow	59	110
Airbrakes open		

Max winch weak link: 600 Kg (Blue)

Tyre pressure: 35 PSI (2,5 Bar)

Semi aerobatic. Cloud flying permitted.

Notes: -

This sheet compiled by: Tim Macfadyen Date 1 November 2001

BGA glider data sh - Rhönlerche II (Often incorrectly called the "Ka 4")

Data source: Manufacturers' Handbook | Date of issue: 1954

Manufacturer: Schleicher (mostly home built) | Phone: | Fax:

UK Agent: Peter Wells | E Mail: zuluglasstek@clara.net | Phone: 01844 208 157

Link to mandatory mods: | Fax: 01844 201 028

Weighing Data:

	Kg	Pounds
Max weight (dry)	408	900
Max pilot weight (seat load)	100	220

	mm	Inches
Forward C of G limit (aft of datum)	366	14.4
Aft C of G limit (aft of datum)	540	21.25
Front pilot position (forward of datum)	450	17.7
Rear pilot position (rear of datum)	460	18.1
Ballast weights (forward of datum)	1035	40.75

Control deflections in mm

	Up	Down	Measuring point	Max free play
Ailerons	135 ±20	55 ±15	Inboard TE	
Elevator	210 ±30	142 ±20		
Airbrakes				
Rudder	Left 420 ±30	Right 420 ±30-		

Longitudinal datum: Wing root LE (Rib 1).

Horizontal datum: Bottom of Rib 1 horizontal

Maximum speeds

	Knots	Kph
VNE	92	170
Rough air	65	120
Manoeuvre		

	Knots	Kph
Aerotow	65	120
Winch / auto tow	49	90

Max winch weak link: 900Kg (brown)

Tyre pressure:

Non/~~semi/fully~~ aerobatic non cloud flying, (spinning and stalling are permitted).

Notes: -

The tailplane is at an incidence of -2° with wing rib 1 bottom surface horizontal.

This sheet compiled by: Tim Macfadyen Date: 21 September 2001

BGA glider data sheet - K 7

Data source : Manufacturers' handbook Date of issue: 1958

Manufacturer: Schleicher Web site: Phone: Fax:

UK Agent: Peter Wells E Mail: zuluglasstek@clara.net Phone: 01844 208 157

Link to mandatory mods: Fax: 01844 201 028

Weighing Data:

	Kg	Pounds
Max weight	480	1060
BGA concession non-aerobatic max weight	529	1166
Max weight of non lifting components (everything except wings)	320	705
BGA concession non-aerobatic max weight of non lifting components	336	741
Max pilot weight (seat load)	100	220
Max pilot weight (seat load) BGA	110	242

	mm	Inches
Forward C of G limit (aft of datum)	50	2.0
Aft C of G limit (aft of datum)	275	11.0
Front pilot position (forward of datum)	1118	44
Rear pilot position (forward of datum)	0	0

Control deflections in mm

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons	135 ±10	65 ±10	260	
Elevator	160 ±10	160 ±10	470	
Trim				
Rudder	Left 350 ±30	Right 350 ±30	750	

Longitudinal datum: Wing rib 2 LE .

Horizontal datum: Rear fuselage top longeron1000:35 tail down (underside of rib 3 horizontal)

Maximum speeds (Indicated airspeeds with standard pitot/static system)

	Knots	Kph
VNE	108	200
Rough air	78	144
Manoeuvre	78	144
Aerotow	78	144

	Knots	Kph
Airbrakes open	108	200
Winch / auto tow	66	122

Max winch weak link: 1070 Kg (Black)

Tyre pressure: 36 psi (2,5 Bar)

~~Non~~/semi/~~fully~~ aerobatic Cloud flying permitted

Notes: -

This sheet compiled by: Tim Macfadyen Date 7 November 2001

Airworthiness Directive
2002-076

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

Schleicher

Effective Date: April 04, 2002

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Schleicher, Poppenhausen, Germany
Type:	ASW 22
Models affected:	ASW 22
Serial numbers affected:	22001 up to 22022, 22024 up to 22027, 22029 up to 22033, 22035 up to 22037, 22039 up to 22046
German Type Certificate No.:	351

Subject:
Amendment of the Maintenance and Repair Manual / Extension of the service time

Reason:
The results of fatigue tests on fiber composite wings and wing spars have demonstrated that the time in service may be extended to 12000 hours, provided the airworthiness of each individual aircraft is evidenced by a special multi-stage inspection program.

Action/Compliance:
a) before the next annual inspection, but not later than December 31, 2002:
Amendment of the Maintenance and Repair Manual
b) before reaching a total service life of 6000 flight hours
Perform an inspection according to the „Inspection program for extending the service time"

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

Technical publication of the manufacturer:
Schleicher ASW 22 Technical Note No. 13 dated January 15, 2002 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

Holders of affected aircraft registered in Germany have to observe the following:
Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

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.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

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!

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Airworthiness Directive
2002-086

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

Schleicher

Effective Date: March 07, 2002

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Schleicher, Poppenhausen, Germany
Type:	ASW 27
Models affected:	ASW 27
Serial numbers affected:	27105, 27109, 27110, 27113, 27115, 27116 and 27119 up to 27177
German Type Certificate No.:	389

Subject:
Wings with integrated (wet inner surface) water ballast tanks - correction of the forward empty weight CG-Limits

Reason:
Water ballast in the integral wing water ballast tanks causes a stronger nose heavy moment than the soft water ballast bags. To compensate this, heavy pilots must only use the rearmost back rest position.

Action / Compliance:
1. Installation of a warning placard: before the next flight
2. Exchange pages in the Flight- and Maintenance Manual to correct the forward empty weight CG-Limits: within the next 14 days
3. check forward empty weight CG: before the next annual inspection

Action to be accomplished in accordance with the Technical Notes of the manufacturer.

Technical publication of the manufacturer:
Schleicher ASW 27 Technical Note No. 9 dated February 02, 2002 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

Holders of affected aircraft registered in Germany have to observe the following:
Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

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.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

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
2002-113

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

Stemme

Effective Date: May 02, 2002

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	Stemme, Strausberg, Germany
Type:	Stemme S 10
Models affected:	all
Serial numbers affected:	all, equipped with MAN dive shaft
German Type Certificate No.:	846

Subject:
MAN drive shafts, one time inspection of the metal flanges on both ends of the drive shaft

Reason:
There is a suspicion that the metal flanges on both ends of the drive shaft might not be properly glued to the CFRP-tube. Two drive shafts have already failed during normal operation of the aircraft, whereby the flange of the drive shaft started to rotate within the CFRP-tube, while the drive shaft still appeared to be intact when looked at it from outside. It is not possible to certainty that other incorrectly manufactured drive shafts might exist and fail as well.

Action:
The drive shaft has to be demounted and shipped to the service department of STEMME AG for checking. Action to be accomplished in accordance with the Technical Notes of the manufacturer.

Compliance:
If not already has been done: action has to be accomplished within 4 weeks.

Technical publication of the manufacturer:
STEMME Service Bulletin No. A31-10-058 Amendment Index 01.a dated November 08, 2001 which becomes herewith part of this AD and may be obtained from Messrs.:

STEMME AG
Flugplatzstraße F 2, Nr. 7
D-15344 Strausberg
Federal Republic of Germany
Tel.: + 49.33 41 / 36 12 - 0 Fax: + 49.33 41 / 36 12 - 30
Mail: mpl_stemme@stemme.de

Holders of affected aircraft registered in Germany have to observe the following:
Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

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.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

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!

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

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British Gliding Association
Aircraft Inspection

Recommended

Number:	Issue:
028/04/2002	1

Date: 29th April 2002

Subject: Landing Gear – Crack inspection

Applicability: Stemme S10 series

Accomplishment: As soon as possible and after heavy landing or operation on rough ground unless reinforced wheel radius arms have been fitted

Reason: Failures have been reported of the main landing gear wheel carrier radius arms at the hinge end.

Instructions: Inspect both main landing gear wheel carrier radius arms at the welded joint where the round tube is attached to the U shaped hinge fitting.
Inspect for any signs of cracking along the weld edge. Discoloration, rust marks or spots are cause for further investigation. The cracks can be hidden under the paint in the early stages of development.

If any cracks are found, the radius arms must be replaced before further flight.

It is believed that Stemme are developing a reinforced radius arm and will raise a Service Bulletin in due course.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.
Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector.
Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot.
Alternative methods of compliance will be considered providing an equal level of safety is accomplished. Contact BGA for authorisation.

Airworthiness Directive

2002-130/2

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

Solo

Effective Date: April 27. 2002

Affected:

Kind of aeronautical product:	Engine
Manufacturer:	Solo, Germany
Type:	Solo 2350
Models affected:	Solo 2350 D
Serial numbers affected:	001 trough 039
German Type Certificate No.:	4603

Subject:
Engine - SOLO 2350 (TCDS-No. 4603)

Reason:
During engine operation, parts of the engine separated and damaged the aircraft.
Because of a failure of the propeller mounting at the bearing block, the mounting of the bearing block must be modified.

Action:
Reinforcement of the propeller bearing block in accordance with TM 4603-11.

Compliance:
Before further flight !

Technical publication of the manufacturer:
SOLO TM 4603-11 of 15.04.2002

Holders of affected aircraft registered in Germany have to observe the following:
Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

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.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

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!

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

CAA

CIVIL AVIATION AUTHORITY
CZECH REPUBLIC
Airworthiness Division

Airport Ruzyne, 160 08 Prague 6
Tel: 420 2 33320922, fax: 420 2 20562270

AIRWORTHINESS DIRECTIVE

Number: CAA-AD-T-039/2002
Date of issue: April 02, 2002
MarS spol. s r.o.
ATL-88, ATL 88/92-S, ATL-88/90

APPLIANCE – RESCUE PARACHUTE – EXCLUSION FROM OPERATION

Applicability: Rescue parachutes ATL-88, ATL 88/92-S, ATL-88/90, produced by MarS spol s.r.o. after December 30, 1997.

Reason: Since December 30, 1997 producer MarS spol s.r.o. has not a valid Approval Certificate for Production according to § 17 of Czech Aviation Act and producer continued in production and release to service after this date without Approval Certificate. From this reason all rescue parachutes ATL-88, ATL 88/92-S, ATL-88/90 produced after December 30, 1997 are unairworthy for operation in civil aviation.

Effective date: Upon receipt.

Compliance: Upon receipt of this AD stop operation of all rescue parachutes ATL-88, ATL 88/92-S, ATL-88/90 produced by MarS spol s.r.o. (now MarS a.s., Okružní II. č.p. 239, 569 43 Jevíčko, Czech Republic) after December 30, 1997.

Remarks: Where applicable the requirements of this AD must be integrated into Aircraft Technical Documentation. Address inquiries concerning this AD to: Civil Aviation Authority, Airworthiness Division, Ruzyne Airport, 160 08 Prague 6, Czech Republic, tel: 420 2 33320922, fax: 420 2 20562270.

Ing. Pavel MATOUŠEK
Director

Safety Regulation Group
Applications and Certification Section

Civil Aviation Authority

21 February 2002

Our Ref 9/97/7/5

Regional Manager
Aircraft Maintenance Standards
SRG UK Regional Office
LUTON

LETTER TO OWNERS/OPERATORS NO 2325
CONTROL CABLE END FITTINGS-CRACKING AND CORROSION

In November 2001, the CAA received a request from the FAA to investigate the usage of particular control cable end fittings on UK manufactured aircraft. These end fittings are manufactured from high selenium content, free machining stainless steel. The FAA request is associated with an NTSB recommendation arising from investigations into ten incidents of fracture or cracking of such fittings. To date, none of the fractures has resulted in a serious accident, but four have occurred in flight, in primary control circuits.

A survey of UK Type Certificate holders and Type Design organisations revealed that the suspect end fittings are in wide usage on UK products. This information has been provided to the FAA as they requested, however the extent of the usage on UK products has prompted an internal review of the issue by CAA specialists.

Having discovered that these fittings could be fitted extensively in UK products, the CAA is concerned that these fittings could also have been fitted by UK maintenance organisations as replacement parts during cable changes. There is also a desire to establish what, if any, problems exist with in service fittings currently installed on UK registered or manufactured aircraft. The generic part numbers of these items are MS21260, AN669 and NAS650.

The CAA would like to draw your attention to these fittings and the possible cracking/corrosion issues. We would ask that when performing any inspections on these fittings particular attention be paid to their condition and any findings be reported to the relevant manufacturer and a Mandatory Occurrence Report raised. Degraded control cable fittings have surface corrosion pits and in most cases these pits have initiated stress corrosion cracks. In latter stages the cracks become surface breaking, and extensive cracking surface discolouration may occur. Where locking wire is used to lock the barrel/fitting assembly more severe pitting corrosion could be evident underneath the wire.

Enquiries regarding this LTO should be referred to Mr Justin Goatcher, Aircraft Certification Section (Telephone No. 01293 573292) at the address below.

Yours faithfully

L Gillett

Lynda Gillett
Applications and Certification Section

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Civil Aviation Authority
1E Aviation House Gatwick Airport South West Sussex England RH6 0YR www.caa.co.uk
Direct Line +44 (0) 1293 573150 . Facsimile +44 (0) 1293 573860 E-Mail ad.unit@srg.caa.co.uk