British Gliding Association – Technical Committee

Technical News Sheet 12/02

Part 1 Airworthiness issues (all categories)

1.1 **LET Gliders** Order for SB Subscription (Information)
Details enclosed

1.2 **Glasflugel H301 Libelle** AD2003-003, TN 203-3 (Mandatory)
Replacement of rudder gimbal drive - rear actuation arm
AD details enclosed (German version only, but same as AD 2003-004)

1.3 **Glasflugel Club Libelle, Hornet and Hornet C**
AD2003-004, TN 205-22, 206-21 (Mandatory)
Replacement of rudder gimbal drive - rear actuation arm
AD details enclosed

1.4 **Glasflugel Mosquito & B, Glasflugel 304**
AD2003-005, TN 393-23, 304-10 (Mandatory)
Replacement of rudder gimbal drive - rear actuation arm
AD details enclosed

1.5 **Schempp-Hirth Nimbus-3/24.5 All S/No**
AD2002-357, TN 286-34 (Mandatory)
Extension of service life to 12000 hours and supplements of the Maintenance manual
AD Details enclosed

1.6 **Schempp-Hirth Ventus-2cM** AD2002-199/2, TN825-31 (Mandatory)
S/n; 44, 46 up to 120.
Propeller bearing hub exchange pulley – revision 2
AD details enclosed

1.7 **Schempp-Hirth Discus bM** AD2002-199/2, TN836-7 (Mandatory)
S/n; 1 to 9
Propeller bearing hub exchange pulley – revision 2
AD details enclosed

1.8 **Schempp-Hirth Nimbus-4DM** AD2002-199/2, TN868-5 (Mandatory)
S/n; 1, 3 to 8, 10 to 19 & 21 to 48
Propeller bearing hub exchange pulley – revision 2
AD details enclosed

1.9 **Stemme S10-VT** AD2002-389, SB A31-10-065 (Mandatory)
Gear box 11AG possible failure. Immediate action before flight
AD Details enclosed

1.10 **SZD 51-1 Junior** SB BE-007/92 (Mandatory)
Extension of service life to 6000 hours. 1000 hour inspections to be carried out.
SB details enclosed

Engines:

1.11 **Rotax 912 Series** SI-25-1997 R4 (Information)
Running modifications

1.12 **Rotax 912 A/F/S Series** AD 114, SB912-036R1 (Mandatory)
AD introduces addendum to operators manual
AD details enclosed

1.13 **Rotax 914 Series** SB-914-017 R1 (Mandatory)
Checking or replacement of exhaust bend

1.14 **Rotax 914 Series** SI-25-1997 R4 (Information)
Running modifications

1.15 **Rotax 914 F Series** AD 114, SB914-022R1 (Mandatory)
AD introduces addendum to operators manual
AD details enclosed

Part 2 Modifications

	Type	Details	Mod No	Contact
2.1	T61/SF25	Skyflash fin strobe	BGA 2002/09	BGA
2.2	LS6/8	Landing gear down position lock	BGA 2002/13	BGA
2.3	Various	Tail wheel conversion	BGA 2002/14	CP West
2.4	Various	Barograph mounting	BGA 2002/15	SVSP
2.5	Various	EW Flight recorder mounting	BGA 2002/16	SVSP
2.6	Various	Volkslogger mounting	BGA 2002/17	SVSP
2.7	Discus B	Improved seat back & mounting	BGA 2002/18	BGA

Part 3 General Matters

3.1 **Flying Controls "Full and Free"**
A recent incident where a glider was reluctant to recover from an aerobatic manoeuvre was attributed to the release knob restricting the full movement of the control stick. Another glider, in a quite separate case, had the control stick fouling the underside of the instrument panel due to failed panel mounts. When carrying out Full and Free checks it is imperative that the control movement is unrestricted by seats, cushions, panels or anything else and that one control cannot restrict the operation of an other unless specifically designed to do so. If either of the above abnormality is found either on a DI or by inspection the aircraft must not be flown until rectified.

3.2 **Rotax Engine Overcooling**
Currently under investigation is a potentially expensive problem on Rotax powered Falke Motor Gliders. It appears that the engine in normal flying and soaring operations does not get sufficiently warm to "Boil" off the moisture created in the crankcase. This has resulted in a very expensive repair for one club consisting of a complete overhaul at about 400 hours. It is recommended that the winterisation plate is fitted and the engine is operated with the cowl flaps completely closed or carry out an aerotow if suitably equipped to help remove the water in the oil system. The Rotax engine operators manual states the normal oil temperature operating range is between 90 and 110ºC. Further

recommendations will be communicated after discussions with the manufacturer.

3.3 **CAA Airworthiness Notices**
Now at issue 131. Have you received your update and filed it? You can download from the internet.

3.4 **BGA Engine Overhaul Authorisation**
Please see attached letter clarifying the types of engine the authorisation is applicable to.

Compliance Statement:
All mandatory inspections and modifications have been included up to the following;
Airworthiness Notices, Contents issue 131
Mandatory Aircraft Modifications & Inspections Summary, issue 266
FAA Summary of Airworthiness Directives. Bi-weekly listing 2002-25
Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, issue 340
Foreign Airworthiness Directives Vol III, issue 350
CAA Mandatory Permit Directives, issue 2002/3

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