

Technical News Sheet 06/04

Part 1 Airworthiness issues (all categories)

- 1.1 **DG 1000S** AD D-2004-300, TN 413/3 (Mandatory)
Elevator – Assembly of horizontal tailplane & manual revision
AD details on LBA web site
- 1.2 **DG 1000S** AD 1993-001/3 (Mandatory)
L'Hotellier connectors with lock plates inspection
Previously issued. Applicable to this aircraft if fitted.
- 1.3 **DG 1000S** AD 1994-001/2 (Mandatory)
L'Hotellier connectors with locking cams inspection
Previously issued. Applicable to this aircraft if fitted.
- 1.4 Rolladen-Schneider LS1C (Information)
Reported by Adrian Hatton, Sherwood Sailplanes
The seat harness was found attached to the landing gear frame using a car exhaust clamp. Now removed and the correct anchor fitted. Be aware of unauthorised or inappropriate “modifications” by others.
- 1.5 **Schempp-Hirth Ventus 2c & 2cT** BGA 040/06/2004 issue 1 (Recommended)
Modify seat back location to fit retaining spring clips
AD details on LBA web site
- 1.6 **Schempp-Hirth Ventus 2c & 2cT** BGA 041/06/2004 issue 1 (Recommended)
Inspect condition of seat back location retention spring clips
ASAP and at each C of A.
AD details on LBA web site
- 1.7 **Schleicher ASK 13** (Information)
Applicable to other “K” types
Reported by Reg Wooller, BGA inspector.
After over vigorous use the air brakes, the control stops had moved by approx. 10mm causing over travel of the operating rods. This situation caused a potential geometric lock of the operating rods, preventing retraction from full extension.
Highlights checking and recording of control travels and referencing during subsequent inspections to establish is any change has occurred. (267 item)
- 1.8 **Schleicher ASK 21** (Information)
Applicable to other aircraft.
Reported by Ian Mitchell, Devon & Somerset Gliding Club.
Control restrictions caused by rag inside wing
It is suspected that the rag was used to protect the aileron push rod during transit in the trailer.
Please ensure that all packaging material is firmly attached to prevent slipping into voids and it is removed prior to flight.

- 1.9 **SZD Bocian** (Information)
A comprehensive list of service bulletins for this aircraft is on the BGA web site issue 07/04. Visit www.szdujezow.com.pl/ for details. Brief details of the content of each SB is now on the Jezow web site. Copies obtainable from SZD Jezow.
- 1.10 **SZD 30 Pirat** (Information)
A comprehensive list of service bulletins for this aircraft is on the BGA web site issue 07/04. Visit www.szdujezow.com.pl/ for details. Brief details of the content of each SB is now on the Jezow web site. Copies obtainable from SZD Jezow.
- 1.11 **SZD Cobra** (Information)
A comprehensive list of service bulletins for this aircraft is on the BGA web site issue 07/04. Visit www.szdujezow.com.pl/ for details. Brief details of the content of each SB is now on the Jezow web site. Copies obtainable from SZD Jezow.
- 1.12 **SZD 41A Jantar** (Information)
Reported by Roger Hurley, CP West Ltd, Hereford.
Elevator operating rod with fatigue crack where it passes through the upper rudder hinge reinforcement. Check for polished area caused by movement whilst being transported de-rigged.
- 1.13 **SZD General** (Information)
The SZD Jezow web site is in the process of being updated to give a brief description of applicable SB in addition to the listing.

Part 2 Modifications

Type	Detail	BGA Mod No.	Contact
ASK 21	Rudder pedal extensions for short pilots	BGA 2003/12	BGA
ASK 21	Hand rudder controls	BGA 2004/02	BGA
ASW15b	Hinge canopy	BGA 2004/03	BGA
T21b	Replacement tyre	BGA 2004/05	BGA
ASK 13	Correction of tailplane incidence with shims	BGA 2004/06	BGA
ASW 20L	Masak Winglets	BGA 2004/07	BGA
Oly 2b	Elevator trim cable	BGA 2004/08	BGA

Part 3 General Matters

- 3.1 **CAA C of A renewals**
Continuing poor standard of C of A renewal recommendations. See News item. Please see separate poster outlining correct forms to use and revised fees for motor gliders and tugs.

Revised Motor Glider and Tug C of A renewal fees with effect from 1 July 2004.

Up to 500 kg	£210
501 to 1000 kg	£420
1001 kg and over	£630

The weight is the max authorised take off weight.
It is not the normal operational weight.

3.2 **Incorrect information on CAA C of A renewals**

We continue to receive incorrect information regarding engine or propeller type designations on CAA C of A renewals.

Usually these are picked up by the BGA during processing. This causes more work for the office chasing up inspector or owners and can delay processing. If the error slips through and then picked up by the CAA the C of A will not be renewed until corrected. Another delay.

The BGA cannot accept any responsibility for any delay caused and possibly subsequent loss of revenue if incorrect information is supplied.

Some golden rules;

- Double check that the paperwork for any replacement engine or propeller is correct and the type designation has not changed.
- If the engine or propeller type has changed in any way, check it is approved for your aircraft. Word of mouth is not good enough, you need documentary proof. A new or removed suffix would constitute a change.
- Double check that the correct information is entered onto the BGA renewal report (BGA 202)
- Don't leave the renewal to the last minute. Allow time for processing. You can anticipate the C of A by up to 2 months without any loss of time or fee.

3.3 **Ageing Glider Survey**

If you have inspected a glider within the past 10 years or so and have found serious degradation of the wood, glue or fuselage frame please complete the survey form.

The aim of the survey is to assess the requirement for continued airworthiness of older gliders currently being operated by BGA members.

3.4 **Operation of secondary controls**

It is difficult to determine if a particular control is too stiff or loose to operate. JAR22 lays down some design forces that can be used as a guide to assessing "in service" serviceability. (JAR 22.405)

The "in service" forces required to operate any secondary controls should not be too distant from the design forces below.

- Hand loads on small hand wheels, cranks etc., applied by finger or wrist force.
15 daN = 33 lbs. force
- Hand loads on levers and hand wheels applied by the force of an unsupported arm without making use of body weight.
35 daN = 78 lbs. force
- Hand loads on levers and hand grips applied by the force of a supported arm or by making use of body weight.
60 daN = 134 lbs. force
- Foot loads applied by the pilot when sitting with his back supported.
75 daN = 168 lbs. force

3.5

Glider paperwork deficiencies**LS1C but equally applicable to other aircraft**

Reported by Adrian Hatton, Sherwood Sailplanes.

Original German log book in use – BGA aircraft must use a BGA log book.

Mandatory inspections & AD's not recorded in log book

Number of launches not recorded

These omissions cause extra work for subsequent inspectors and possibly cost more for owners, as it is not possible to easily verify if a particular inspection has been done or is due. There is no reason not to use a BGA log book for a glider after all, they are in English and only cost a few pounds.

Compliance Statement:

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

Airworthiness Notices, Contents issue 134

Mandatory Aircraft Modifications & Inspections Summary, issue 284

FAA Summary of Airworthiness Directives. Bi-weekly listing 2004-13

Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, issue 353

Foreign Airworthiness Directives Vol III, issue 368

CAA Mandatory Permit Directives, issue 2004/1

Jim Hammerton

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