British Gliding Association – Technical Committee

Technical News Sheet 12/04

Part 1 Airworthiness issues (all categories)

1.1 **Aeromot AMT-100, 200, 200S** AD 2004-11-05 (Mandatory)
Inspection and replacement of torque link nut and bolt.

1.2 DG600, 600M Review of Airworthiness Directives
The AD page for the DG600 and DG600M has been corrected in the BGA Compendium as listed below.

DG600:
AD 1994-001R1 L'Hotellier ball and socket connectors with locking cams
AD 1993-001R2 L'Hotellier ball and socket connectors with lock plates
AD 2004-348R1 Rudder lower mounting

DG600M
AD 92-367 Emergency procedures
AD 1994-001R1 L'Hotellier ball and socket connectors with locking cams
AD 1993-001R2 L'Hotellier ball and socket connectors with lock plates
AD 2004-348R1 Rudder lower mounting

1.3 **Glasflugal Libelle 201**
Mandatory Annual inspection of Rudder Gimbal Drive – request for feedback

To enable the BGA to assess if this inspection should be continued, revised or deleted we request that all operators advise the BGA CTO of results of the inspections (pass or fail). Please advise by letter or E-mail and quote BGA number, result and date of inspection over the past 5 years.

Other similar models of this aircraft have been fitted with an improved design gimbal fork, however due to lack of feedback the design authority have not produced an improved fork for the 201 series.

1.4 **Grob Twin Astir** AD D-2004-231R3 (Mandatory)
Revised limits of operation

1.5 **SZD 50-3 Puchacz** AD 2004-0003 (Mandatory)
SB BE-055/SZD-50-3/2004
Control column and attachments inspection
This AD and Service Bulletin supersedes BGA inspection 002/07/2000 BGA inspection is now cancelled. Compliance with BGA inspection 002/07/2000 issue 2 satisfies AD 2004-0003.

1.6 **Schempp-Hirth Janus, B, C, Ce** AD 2004-495R1 (Mandatory)
TN 295-30
Flying controls – elevator control system
Inspection before flight and modification before 31/3/05

1.7 **Schempp-Hirth Nimbus 3D** AD 2004-495R1 (Mandatory)
TN 373-9
Flying controls – elevator control system
Inspection before flight and modification before 31/3/05

1.8 **Schempp-Hirth Janus CM, CT** AD 2004-495R1 (Mandatory)
TN 809-16
Flying controls – elevator control system
Inspection before flight and modification before 31/3/05

1.9 **Schempp-Hirth Nimbus 3DT, DM** AD 2004-495R1 (Mandatory)
TN 847-9
Flying controls – elevator control system
Inspection before flight and modification before 31/3/05

Part 2 Modifications

2.1 **Applicability and modification guidelines for glider instrument panels**
Details below.

2.2 **Assessing modifications**
Inspectors and owners are reminded of the guidelines in the BGA AMP leaflet 3-3 for assessing if a modification requires approval and various aspects to be considered when designing a modification.

Please remember that BGA modification procedures are only applicable to gliders issued with a BGA C of A prior to 28 September 2003. Modification to any glider issued with a BGA C of A after that date will require approval from either the manufacturer or EASA. (Instrument panels excepted, where details must be retained for retrospective approval).

Part 3 General Matters

3.1 **New look BGA C of A**
New gliders type approved by EASA will be issued with a new look BGA C of A in the interim period prior, before the issue of an EASA C of A. After an initial trial period it is expected to gradually replace the existing BGA C of A's. To enable you to recognise the new format a reduced example is below.
The limitations and loading sections of the C of A document have been removed and now are to be found in the flight manual or weight schedule. The BGA Data Sheet will be used in lieu of a Flight Manual for those aircraft that do not have one.

British Gliding Association

CERTIFICATE OF AIRWORTHINES AND REGISTRATION

BGA Number	Type	Manufacturer and Type	Serial number
VOID	VOID	VOID	VOID

Registered Owner (the registered owner is not necessarily the legal owner of the aircraft) Please inform the BGA of any changes and return this certificate for amendment

EXAMPLE CERTIFICATE

Certificate issued	Expiry date
VOID	VOID

Record of revalidation – Expiry date (certificate to be replaced when full or details changed)

Limitations – see Flight Manual and BGA data sheet for limitations. See Form BGA 257 for weighing data. Additional BGA limitations below.

None.

This certificate is issued by the British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, UK. No additions or modifications to be made on this certificate except by an authorised person.

Issued by _____ Date _____ Stamp _____

Compliance Statement:
All mandatory inspections and modifications have been included up to the following:
Airworthiness Notices, Contents issue: 135
CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 3
State of Design Airworthiness Directives review date: 30 December 2004

For reference:
Mandatory Aircraft Modifications & Inspections Summary, issue 287 Final issue – continued in CAP 747
FAA Summary of Airworthiness Directives. Bi-weekly listing 2004-26
Foreign Airworthiness Directives Vol. I and II – CAA Additional Airworthiness Directives, Cancelled
Foreign Airworthiness Directives Vol III, issue 372 Final issue – continued in CAP 747
CAA Mandatory Permit Directives, issue 2004/2

Jim Hammerton
Chief Technical Officer

British Gliding Association

Applicability and modification guidelines for glider instrument panels

Replacement of metal instrument panels with GRP or wood

Applicability
All gliders that have metal instrument panels that are not boxed in.

Classification
Strongly recommended at or before next C of A.

Reason
Sheet aluminium instrument panels were common original equipment on most wooden gliders and early glass gliders such as the Std Cirrus. They have often caused minor injuries during heavy landings, and have caused broken legs in accidents. A sheet metal panel with padding around the bottom is only a slight improvement on a sharp metal edge. GRP (Glass Reinforced Plastic) panels, like those supplied with the ASW19/20 and subsequent Schleicher gliders, tear out of their mounts and break up in a big accident. Thus saving the pilot from serious injury.

Action
Where a metal panel is part of a box, such as the LS or Grob pedestal panels there is no need for action. Where a panel consists of a metal sheet and its bottom edge is exposed, or only slightly protected, it is strongly recommended that it is replaced with a panel made by one of the following methods: -

1. Six layers of 92125-glass cloth/epoxy laminate with a flange all around at least 20mm deep. The flange stiffens the panel and gives good leg protection. Do not reinforce the panel at its mounting points as it is designed to tear out in an accident. Large heavy instruments may require rear support.

2. 6mm thick good quality plywood covered on both sides with one 92110-glass cloth/epoxy layer. This is suitable for small panels where only a few instruments are fitted.

Do not use carbon or Kevlar. Carbon leaves sharp spikes when broken, Kevlar is too strong.

Certification
Panels made up as described here, where a BGA inspector approves the manufacture and fitting, do not need individual mod approval. The work must be written up in the glider log book.

Further information is available from Tim Macfadyen
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TNS 12/04