British Gliding Association – Technical Committee

Technical News Sheet 06/05

Part 1 Airworthiness issues (all categories)

1.1 **DG-300** AD D-2005-196, TN 359/23 (Mandatory)
Increase of service life to 12000 hours by inspection.
AD Details on LBA web site.

1.2 **Glasflugal Libelle** (Information)
Reported by our colleagues in Denmark
It is possible to fit the gimbal drive fork 90° out of the correct position. The result will be opposite rudder deflection. There is a picture on the BGA web site.
Always check sense of movement as well as range when checking any control.

1.3 **Grob 103 Twin 2 – applicable to any glider with "S" rudder tubes**
Reported by Stu Hoy, Anglia sailplanes (Information)
Rudder cables worn through both rudder pedal "S" tubes. If left undetected could result in loss of rudder control. Check regularly and as part of C of A.

1.4 **BOGUS PARTS** (Information)
Schempp-Hirth Mini Nimbus - Applicable to many other types.
Reported by Roger Hurley RTO Wales & West Midlands
The two elevator drive pins at the top of the fin found bent. On investigation were found to be bogus parts manufactured from the incorrect material. Only genuine parts should be used.

Bogus parts are a reoccurring theme and potential problem for everyone. The parts quoted above only cost a few pounds and it is difficult to see why anyone would take the risk of not fitting genuine items. Extra vigilance is required to spot bogus parts. If a period of downtime is required to obtain the correct items is required, so be it. It is far better to wait a short while than suffer an in flight failure.

1.5 **Stemme S10-VT** AD D-2005-228, SB A31-10-073 (Mandatory)
Before flight inspection of fuel lines and rectification action.
AD Details on LBA web site.

1.6 **SZD 50-3 Puchacz** (Information)
Published as an AD by the GFA (AD-623)
Inspection of Elevator push rod threaded bearing eye end for bending in cockpit area.
This inspection is strongly recommended by the BGA. Please report any defects found as a result of this inspection to the CTO without delay.
AD details on GFA web site

Engines

1.7 **Rotax 912/914** (Information)
Reported by BGA
If you are experiencing starting problems due to the starters inability to crank the engine do not persevere as you are likely to cause expensive damage to the gearbox. Seek advice from a Rotax expert.

Equipment

1.8 **Dynafoam Seat Cushions** (Information)
Reported by Ian Mitchell from North Hill.
It appears that mice like Dynafoam!
A seat cushion was extensively eaten by mice when the glider was left outside one night. The advice is, if you must leave a glider out overnight, remove the Dynafoam seat cushions as well as all the normal paraphernalia.

1.9 **TCM (Bendix) Magnetos** FAA AD 2005-12-06 (Mandatory)
Reduced impulse coupling inspection interval for certain 6 cylinder Lycoming engines.
Depending on type of coupling some inspections have been reduced to 100 hour intervals.
AD details available from the FAA web site (bi-weekly 2005-13)
(This is for information only and will not be included in the BGA Compendium)

Part 2 Modifications

2.1 **CAA modification/repair approval procedure (Tugs and Motor Gliders only)**
The procedure for applying for a minor modification on a “G” registered tug or motor glider has changed.
Application is now direct to EASA using Form 32, with a copy to the CAA at Gatwick.
Currently there is no fee payable for light aircraft under 2000kgs.
Forms and contact details on the EASA web site.

Part 3 General Matters

3.1 **Heavy landing and shock load inspections**
Reported by CTO
A Motor Falke, with Limbach L2000 engine, suffered a very heavy landing a few months ago, with extensive damage to the landing gear structure. The propeller did not suffer any damage during the accident so it was considered that a shock load inspection of the engine was not necessary.
However, subsequent events proved the contrary.
The engine was removed for oil leaks and a cracked crankcase was found, also on inspection it was found that the crankshaft and propeller boss was bent. It is believed that both these defects were caused by the high “G” forces developed during the accident, especially as the aircraft has a VP prop that protrudes well forward of the engine.
It is recommended that if you inspect an aircraft that has had a heavy landing, that a shock load inspection of the engine and propeller is considered.

Compliance Statement:
All mandatory inspections and modifications have been included up to the following:
Airworthiness Notices, Contents issue: 136
CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 5/2005
State of Design Airworthiness Directives review date: 30 June 2005

For reference:
Mandatory Aircraft Modifications & Inspections Summary, issue 287 Final issue – continued in CAP 747
FAA Summary of Airworthiness Directives. Bi-weekly listing 2005-13
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 2005/1

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