British Gliding Association – Technical Committee

Technical News Sheet 10/05

Part 1 Airworthiness issues (all categories)

1.1 **Diamond H36 Dimona** AD D-2005-370 (Hoffmann AD) (Mandatory)
Hoffmann SB 61-11-03E
Aircraft with Limbach L2400 or Sauer SS2100 engines.
Rupture of pitch control rods due to fatigue problems
AD available from LBA web site www.lba.de

1.2 **Grob G109B** AD-D-2005-357, SB 817-40 (Mandatory)
Aircraft with Limbach L2400 engine
Broken throttle lever spring
AD available from LBA web site www.lba.de

1.3 **Schempp-Hirth Ventus C (with fuselage b) Ventus cT and cM**
(Mandatory)
AD-D-2005-375, TN 349-30, 825-35
Flight controls - bearing of the automatic control attachment.
Before flight inspection
AD sent to owners AD available from LBA web site www.lba.de

Engines

1.4 **All Lycoming piston engines** EASA AD 2005-0023 (Mandatory)
Exhaust valve and guide inspection
Mandating LSB 388C
AD available from EASA web site www.easa.eu.int

1.5 **Lycoming Engines** FAA AD 2005-19-11 (Mandatory)
New O/H or repaired engines after March 1, 1999, inspection of crankshafts within 50 hours or 6 months. See AD for details.
AD available from FAA web site.

Propellers

1.6 Hoffmann HO-V62R/L 160BT AD D-2005-370 (Mandatory)
Only applies to Diamond H36 aircraft with Limbach L2400 or Sauer SS2100 engines.
Rupture of pitch control rods due to fatigue problems. For details see Diamond section.
AD available from LBA web site www.lba.de

Part 2 Modifications

2.1 DG1000s Rear seat replacement with Dynafoam.
EASA approved modification available for post 28/9/03 gliders.
For details contact ATL 01202 581900 quote modification number ATL/GLI/001 a fee will be payable for the use of this modification

Part 3 General Matters

3.1 Powder Coating paint finish

Powder coating is widely used in the manufacture of white goods and vehicle items because it is cheap to apply and gives a good finish however it is unsuitable for use on aircraft metal structures and parts because it has very poor mechanical properties.

Some of the main reasons are that the powder coat system is melted on the surface and relies on a complete encapsulation seal and it tends to be rather brittle with poor surface adhesion. At any small crack or void in the paint, bolt or screw hole there is a potential rupture in this seal and moisture can get in causing unseen corrosion.

Additionally, Powder Coating is not suitable for fabric covering as the fabric adhesive uses the paint properties to attach the fabric to the underlying structure.

Power Coating is not approved for aircraft use. Only use approved paint processes as defined in the various process or repair manuals.

Compliance Statement:
All mandatory inspections and modifications have been included up to the following:
Airworthiness Notices, Contents issue: 137
CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 9/2005
State of Design Airworthiness Directives review date: 31 October 2005

For reference:
Mandatory Aircraft Modifications & Inspections Summary, issue 287 Final issue – continued in CAP 747
FAA Summary of Airworthiness Directives. Bi-weekly listing 2005-21
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 2005/2

Jim Hammerton
Chief Technical Officer