British Gliding Association – Technical Committee

Technical News Sheet 12/05

Part 1 Airworthiness issues (all categories)

1.1 **Glasflugal Club Libelle 205, Mosquito, Hornet** (Mandatory)
AD D-1998-028R1
Elevator drive bracket inspection and modification/replacement
Some types were omitted in the English translation of the original AD.
Inspection compliance is before next flight and for serviceable brackets modification or replacement by 12 February 2006.
AD details enclosed and sent to owners
If previously complied with and recorded in log book, no further action is required

1.2 **Grob Astir Tailplane mounting Ball** (Information)
Reported by Bernd Vermeulen of Kestrel Gliding Club
The annual repeat inspection as required in AD-D-2004-168 and MSB 306-38 has revealed a cracked thread. Please ensure great care is taken during this inspection to prevent a catastrophic failure. It is also recommended to carry out this inspection after incidents such as heavy or rough landings.

1.3 **Grob Astir Tailplane location pins** (Information)
Reported by Stu Hoy of Anglia Sailplanes
The rear Tailplane location and retention pins have shown indications of cracks on the abutment flange faces to the Tailplane spar plate attachment. The cracks only show after careful use of dye penetrant technique NDT.

1.4 **Aircraft operating on CAA Permit to Fly** (Mandatory)
The following general Mandatory Permit Directives apply

MPD 1995-001 R3 Airworthiness Directives for aircraft previously issued with a CAA C of A
MPD 1998-019 R1 Flexible fuel tubing

Copies of MPD's attached.

Where reference is made to the person carrying out and certifying the inspections, a BGA inspector should be considered in the same light as authorised by the PFA or BMAA for certifications on BGA aircraft.

Note: A BGA inspector cannot certify PFA or BMAA aircraft unless he/she holds the appropriate PFA or BMAA authorisation.

1.5 **SZD Junior Tailplane rigging** (Information)
Reported by G Reeves, East Sussex Gliding Club
The rear Tailplane location arm was found not located in the lower receptacle in the fin. The glider had flown in this condition.
Excessive lateral play was noted, as the Tailplane was not located correctly.
Apart from some burring and difficulty in removing the locking pin, no other damage was found.

1.6 **SZD Puchacz** BGA 046/12/2005 issue 1 (Recommended)
The BGA recommends that an inspection of the lower part of the control sticks are carried out at annual intervals or after incidents where excessive forces may have been applied.
BGA inspection attached

Part 2 Modifications

None this issue.

Part 3 General Matters

3.1 **Variation and recording of inspections and AD's**
As a general reminder, it should be noted that a BGA inspector may NOT vary the content of an Airworthiness Directive in any way. AD's should be embodied by inspection, replacement, modification or as described, exactly and completely as detailed on the AD.
Should it be necessary to necessary to vary an AD, due to an error, for example, then the issuing authority must be consulted.

Compliance with AD's and required inspections etc. must be recorded in the glider or aircraft log book. It is acceptable to record work details on worksheets but the AD must be referenced in the log book entry.

3.2 **Scheibe** (Information)
We have been advised that Scheibe Flugzeugbau GmbH have gone into receivership. We understand that they are offering limited product support until May 2006 when the company will close. They are actively looking for someone to buy the company and/or offer continued product support.
We will publish further details in due course.

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: 11/2005
State of Design Airworthiness Directives review date: 15 December 2005

For reference:
Mandatory Aircraft Modifications & Inspections Summary, issue 287 Final issue – continued in CAP 747
FAA Summary of Airworthiness Directives. Bi-weekly listing 2005-25
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

United Kingdom
Civil Aviation Authority

MPD No: 1995-001 R3

Issue Date: 31 July 2005

MANDATORY PERMIT DIRECTIVE

In accordance with Article 9A(5)(b) of the Air Navigation Order 2000 as amended, the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 1995-001 R3 AIRCRAFT OF A TYPE PREVIOUSLY ISSUED WITH A CERTIFICATE OF AIRWORTHINESS BUT NOW OPERATING ON A UK CAA PERMIT TO FLY

Subject: Airworthiness Directives.

Applicability: All aircraft of a type previously issued with a Certificate of Airworthiness but now operating on a UK CAA Permit to Fly.

Compliance: At issue of the Permit to Fly and at each renewal of the Certificate of Validity, compliance must be shown with applicable Airworthiness Directives for airframe, engines, propellers and equipment from the following sources:

CAP 476 – Mandatory Aircraft Modifications and Inspections Summary – Issue 287
CAP 747 – Mandatory Requirements for Airworthiness – Latest Issue
Latest Foreign Airworthiness Directives from the State of Design

The original MPD became effective on 29 December 1995. Revision 1 became effective on 30 January 2004. Revision 2 became effective on 30 January. Revision 3 becomes effective on 31 July 2005.

An alternative means of compliance or variation to the compliance time that provides an acceptable level of safety may be be used if approved by the Certificate and Approvals Department of the CAA. Applications should be made to the Civil Aviation Authority, Certification and Approvals Department, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR.

Enquiries regarding this MPD should be referred to the Civil Aviation Authority, Applications and Certifications Department, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR. Phone: +44 (0) 1293 573150/3238 Fax: +44 (0)1293 573993 E-mail: ad.unit@srg.caa.co.uk

United Kingdom
Civil Aviation Authority

MPD No: 1998–019 R1

Issue Date: 31 January 2002

MANDATORY PERMIT DIRECTIVE

The following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 1998-019 R1 LIGHT AIRCRAFT (INCLUDING ROTORCRAFT) BELOW 2730KG

Subject: Flexible fuel tubing.

Applicability: Light aircraft (including rotorcraft) below 2730kg.

Reason: A fatal accident occurred to a Montgomerie-Bensen gyroplane when the fuel tank contents sight tube became disconnected from the lower fuel tank outlet pipe and the pilot possibly distracted by the leaking fuel, lost control of the gyroplane. The sight tube, which was made from a clear PVC material with an internal reinforcement weave, had shrunk and become hard and brittle, due to prolonged exposure to gasoline fuel. MPD1998-019 was issued requiring an immediate inspection before the next flight and inspection of all fuel tube within three months. Whilst the compliance dates for this MPD have now passed there is still a need for newly constructed aircraft to be inspected and for guidance to inspectors during the annual inspection and renewal of the Permit to Fly. This MPD therefore requires continued vigilance on the part of owners and inspectors in seeking out and replacing defective and PVC fuel tubes.

Compliance: Prior to the issue or the renewal of a Permit to Fly, inspect all tubing used in fuel systems, including fuel delivery tubes, vent tubes and fuel sight gauge tubes for discolouration, shrinkage, degradation or embrittlement. Replace any tubing found to be defective or suspected of being PVC, with alternative tubing manufactured from an identifiable material suitable for use in gasoline fuel systems or where appropriate for the engine installation, two-stroke fuel/oil mixtures.

Inspections are to be carried out by an inspector suitably authorised by the CAA, PFA or BMAA and whose licence number or inspection number should be shown in the aircraft log book to record compliance with this MPD.

continued overleaf

Enquiries regarding this MPD should be made to the United Kingdom Civil Aviation Authority, Applications and Certification Section, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR.
Phone: +44 (0)1293 573149 Fax: +44 (0)1293 573993

Note 1: PVC tubing is normally transparent and flexible when supplied, but progressively discolours and hardens with age and exposure to gasoline fuels and vapour. Commercial types of PVC tubing contain a coarse-mesh nylon thread reinforcement, woven on the 45 degree bias, which is visible within the tube. However, it should be noted that some kinds of commercial tubing incorporating the 45 degree bias woven reinforcement, whilst looking externally indistinguishable from PVC tubing, are not manufactured from PVC and therefore acceptable.

Note 2: Identification of replacement materials. The following British Standards have been identified and may be referred to by owners to assist in their selection of a suitable alternative.

BS ISO 4639 : Rubber tubing and hoses for fuel circuits for internal – combustion engines.
BS EN ISO 7840 : 1995 Small craft – Fire resistant fuel hoses.
BS 2F 67 : 1980 Hose for aviation fuel and engine lubricating oil for aeronautical purposes.
BS 3G.100 : Part 2 : Section 3 : Subsection 3.13 : December 1973 General requirements for equipment for use in aircraft.
BS AU108 : Flexible pipes, rubber, for automobiles (now superseded).

Commercially available material manufactured from polyurethane, without plasticisers, marketed under various brand names such as “Blue Urethane” are also available. However when choosing a replacement material account should be taken of the purpose to which the tube is to be put and its location. Materials such as ‘Blue Urethane’ should not be used in any area that could be impinged upon by a fire, unless a sight tube is essential.

Note 3: Inspectors should:

Satisfy themselves that the specification and quality of the fuel tubing, its cleanliness, the bore size of the replacement fuel tubing, and its fit onto the various end connections are suitable for the application. Suitable hose clips or equivalent must be used at the end connections, which provide adequate grip and prevent leakage of fuel or vapour.

Ensure that the routing and security of the tubing is such as to avoid engine hot spots and inverted ‘U’s in the pipe runs, after the tubing has been replaced.

Ensure adequate free flow and correct engine functioning at all power settings.

Note 4: Owners of aircraft with manufacturers support should seek the advice of the manufacturer when replacing fuel tubing, and comply with any additional recommendations issued in the form of service bulletins or instructions.

The original MPD became effective on 1 March 1999. Revision 1 becomes effective on 4 February 2002.

Airworthiness Directive

D-1988-028R1

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
G E R M A N Y

This Airworthiness Directive supersedes the LBA-Airworthiness Directive 1988-028 of 23 February 1988

Glasflügel

Effective Date: 12 December 2005

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Hansjörg Streifeneder, Grabenstetten Germany
Type:	Club-Libelle 205, Mosquito
Models affected:	Club-Libelle 205 TC-No. 304 Club Libelle 205, Hornet, Hornet-C Mosquito TC-No. 318 Mosquito, Mosquito B, Glasflügel 304, Glasflügel 304 B
Serial Numbers affected:	All
German Type Certificate No.:	304 and 318

Subject:
Elevator drive

Reason:
Difficulties in the control of the sailplane were encountered when an elevator drive bracket broke on one side in flight.

The reason for this revision was an error in the English translation of this airworthiness directive. Under the rubric "Models affected" were inadvertently not specified the models “Mosquito B” and “Glasflügel 304 B”. This document corrects this failure. In all other respects, the original document remains the same.

Action:
1. On sailplanes having an earlier type elevator drive bracket (whithout reinforcements identified as part 6, modification 2 , in accordance with the drawing of the Technical Note) a visual inspection for possible cracks in the bracket arms must be carried out. It must be checked that the bracket arms are not twisted out of line.
2. On sailplanes having an earlier type elevator drive bracket (whithout reinforcements), the bracket must either be reinforced according to the drawing of the Technical Note or be replaced by a reinforced bracket. When the tailplane is reassembled, it must be made sure that the correct number of spacing washers are fitted between the bracket arms and the ball bearing (tag washers when removing the bracket).

Compliance:
Action step 1 : Daily, prior to first flight
Action step 2 : Not later than April 30th, 1988

Technical publication of the manufacturer:
Hansjörg Streifeneder Technical Note No. 205-16, 206-12, 303-12, 304-3 of January 12, 1988. These technical Notes become herewith part of this AD and may be obtained from:

Hansjörg Streifeneder,
Glasfaser-Flugzeug-Service GmbH,
Hofener Weg,
72582 Grabenstetten,
G E R M A N Y

Accomplishment and log book entry:
Welding according to drawing No. 205-33-9 (modification 2) must be done by a licensed aircraft welder.
Accomplishment of action 1 must be done by a skilled person.
Accomplishment of action 2 must be entered in the sailplanes log by a licensed inspector.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Martin Borsum, Airworthiness Directive Section at the above address, fax-no. 0049-531-2355-725 or m.borsum@lba.de. Please note, that in case of any difficulty, reference should be made to the German issue!

Note:
The reinforced elevator bracket, manufactured according to drawing No. 205-33-9 (modification 2) or the additional metal strips with welding wire 1.7734.2 may be obtained from:

Hansjörg Streifeneder,
Glasfaser-Flugzeug-Service GmbH,
Hofener Weg,
72582 Grabenstetten,
G E R M A N Y

EASA-Approval
Approved by the European Aviation Safety Agency (EASA) under approval no. 2005-6429 on 05 December 2005.

British Gliding Association

Aircraft Inspection

Recommended

Number:	Issue:
BGA 046/12/2005	1

Date: 15 December 2005

Subject: Puchacz Control Stick inspection

Applicability: SZD 50-3 Puchacz Gliders

Accomplishment: At annual inspection or after incident that may have resulted in excessive forces being applied to control stick

Reason: Control stick found broken as a result of an accident

Instructions:
A/ Remove both control sticks from retaining blocks
B/ Carry out close visual inspection paying particular attention to the upper mounting bolt hole area. (Remove any paint to aid inspection). The use of colour contract dye penetrant may be used to aid inspection.
C/ Replace any bent, cracked or suspect parts before further flight.
D/ Re-assemble and carry out duplicate inspection.
E/ Record inspection in aircraft log book.
F/ Report defects to BGA.

(EASA AD 2004-0003 and superseded BGA Inspection 002/07/2000 issue 2 also refer)

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.
Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector.
Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot.
Alternative methods of compliance will be considered providing an equal level of safety is accomplished. Contact BGA for authorisation.