British Gliding Association - Technical News Sheet

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Airworthiness Information

1. **Grob Astir CS** EASA AD 2006-0150R1 **(Mandatory)**
   Supersedes LBA AD D-2004-168 and EASA AD 2006-0150.
   Compliance with MSB 306-28/2 for replacement of Tailplane spherical ball fittings and T plate collar bolts (location spigots) is extended by 3 months due to non-availability of parts.
   BGA recommend mounting ball is replaced as soon as spares are available.

   Please note there is now a requirement to replace the spherical bolt and collar bolts at 10 year or 1000 landing intervals. Log books must be annotated with this requirement.
   http://ad.easa.eu.int/files/easa_ad_2006_0150R1.pdf

2. **Schempp-Hirth Std Austria/SHK** **(Information)**
   Applies to V tail models. Reported by Roger Hurley, CP West Ltd, Hereford.
   Rudder/elevator mixer unit Rudder cable not correctly connected to cross tube.
   As previously reported in TNS 06/99, it is possible when connecting the rudder or dismantling & reconnecting for any reason the rudder cable attachment, to re insert the spacer tube and bolt, missing the cable end. The cable swage ferule then sits on a small split pin within the rudder stop tube taking the rudder control loads until heavy force is applied then fails.
   Duplicate inspections of flying controls must check that all cables are correctly attached however difficult it may be to accomplish.

3. **Slingsby Vega** **(Information)**
   Reported by Stu Hoy, Anglia sailplanes.
   Landing gear frame failed due to incorrectly fitted bolt. The operating arm bolt was too long and fitted the wrong way up causing it to bear on the frame in the retracted position with resultant damage and failure.
   Don't assume that all bolts are fitted "the right way up" as in some application the design dictates that bolts are fitted head down or in a particular orientation. Always follow the drawing or assembly instructions and don't use longer bolts than specified. Always carry out a function and clearance check if disturbing moving parts.

Engines and Propellers

4. **Lycoming Engines** **FAA AD 2006-10-21 (Corr)** **(Information)**
   (Not included in Compendium)
   Affecting all common types, if your engine was repaired or overhauled between January 2002 and January 2004 you may have suspect connecting rods fitted requiring replacements by 2000 hours.
   http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/0/00d6c8d794d643ad862571990065b5b8/$FILE/SM2006-13.pdf

5. **Rotax 914F** **EASA AD 2006-0127** **(Mandatory)**
   Supersedes EASA AD 206-0121
   Exhaust – Inspection of exhaust muffler
   http://ad.easa.eu.int/files/easa_ad_2006_0127.pdf

6. **Hoffmann HO-V343K** **EASA AD 2006-0110** **(Mandatory)**
   Supersedes LBA AD D-2004-242R4
   Precautionary inspections to detect hub failure
   http://ad.easa.eu.int/files/easa_ad_2006_0110.pdf

General Information

1. Locking Wire
   We have had reports of soft locking wire being used on mainly Eastern European gliders to lock controls and turnbuckles.
   Soft wire, copper or aluminium wire is very prone to breakage with the slightest wear or touch and should not be used.
   The BGA require all locking wire to be either Stainless Steel or Inconel wire specifically designed as locking wire. This is special wire that will not break under normal twisting and usage.
   The only time soft copper wire is used is on tell tails like jettisoning handles where fuse wire is used to indicate the control has been used.

2. Airworthiness Notices transfer to Generic Requirements
   All the mandatory inspections and requirements that used to be within Airworthiness Notices have been moved to CAP 747 as Generic Requirements. A list follows of the most common ones for BGA aircraft.

   A/W Notice 88, Low Volts Warning – GR 6
   A/W Notice 20, Fabric Inspection – GR 8
   A/W Notice 38, Painting of Aircraft – GR 10
   A/W Notice 75, Propeller Overhaul – GR 17 (Content changed)
   A/W Notice 35, Engine TBO – GR 24 (Content changed)

   During certification of these tasks the Generic Requirement “GR” must be used as reference.
   http://www.caa.co.uk/application.aspx?categoryid=33&pagetype=65&applicationid=11&mode=detail&id=1331

Compliance Statement:
All mandatory inspections and modifications have been included up to the following:
CAA CAP 455 Airworthiness Notices, Contents issue: 138
CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 5/2006
State of Design Airworthiness Directives review date: 26 June 2006

For reference:
FAA Summary of Airworthiness Directives. Bi-weekly listing 2006-13
EASA Airworthiness Directives review date: 26 June 2006
CAA CAP 474 Foreign Airworthiness Directives issue: 372
CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary issue: 287
CAA CAP 661 Mandatory Permit Directives, issue 2006/1

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