British Gliding Association - Technical News Sheet

Issue 1-2008	Date: 03/03/2008

Airworthiness Information

1. **No new AD's this issue**

2. **Centrair 101 Pegase, 201 Marrianne, ASW20F / FL** BGA Mod 2008/01 **(Advisory)**
   The BGA has approved a modification as an alternate means of compliance to AD F-2003-095A, AD F-2003-096A, AD F-2003-097A for pre transition gliders to reinforce the rudder pedals instead of changing them. Mod details attached.
   Note: Compliance with the AD is Mandatory, he BGA mod is an optional way of complying with the AD.
   If the glider has completed the transition then the only way to comply with the AD is by replacement of the pedals in accordance with the relevant AD.

3. **Scheibe SF25** **(Advisory)**
   Reported by John Giddins, Hinton Aviation.
   Elevator trim tab pianio hinges worn and unwound causing trim tab to become detached on slight impact by persons leg. Careful inspection recommended at maintenance intervals.

   Engines

4. **SOLO Engine Maintenance** SHK-M-01-07 **(Mandatory)**
   The 5 year special inspection on SOLO 2 350 engines appears to be omitted in some cases. This is a reminder that this inspection conjointly running with the 200 hour overhaul of the engine and propeller is not an option.
   Details can be found on Schempp-Hirth web site in a new location;
   TN's & Service, Technical Support, SHK Technical Info.
   http://www.schempp-hirth.com/index.php?id=105&L=1
   Please note this service information is applicable to ALL SOLO 2 350 and Technoflug propellers. Other engines as per the relevant maintenance manual.

5. **Rotax 912/914** SB 912-056/914-038 **(Advisory)**
   Replacement of reduction gearbox, gear set under warranty.
   The BGA considers that this service bulletin should be embodied.

   BGA MG inspectors may certify the maintenance procedure provided they confident they have the necessary skill, possess the required tooling for the job and have watched and understood the training video at www.rotax-owner.com
   Contact Skydrive for further information.

General Information

1. **Motor Glider & Tug Maintenance Programme**

The familiar LAMS is being replaced with Light Aircraft Maintenance Programme (LAMP) for EASA transitioned Motor Gliders and Tugs.

The new LAMP must be customised to each particular aircraft before use and once this has been accomplished it will be considered as approved for Part M, M A.302.

To customise the programme you need to review all the maintenance requirements for your aircraft taking into account any modifications or alterations from the basic approved type and then incorporate these into the programme.

We will be publishing customised programmes for popular types under the BGA CAMO. This process will take some time to achieve. If you would like a word version of LAMP section 8 to customise yourself, please contact the CTO at cto@gliding.co.uk the supplied LAMP will be on the understanding that you return the customised schedule to the BGA and make it available for others with the same configuration aircraft to use.

2. **Substitution or Parts and Materials**

The problem of parts and material substitution keeps on reoccurring. To make it clear, rules do apply, as follows:

It is not permissible to substitute any specified aircraft part or material for something else without authority.

For EASA aircraft this authority can only come from one of the following sources;

- Aircraft manufacturer or Type Certificate holder provided they have the necessary design authority to do so.
- Part 21 Subpart J DOA (EASA Design Organisation Approval) with the aircraft type within their scope of approval
- CAA or EASA as part of an approved modification
- As part of an EASA accepted modification
- As specified in the aircraft parts, maintenance or repair manual or other approved repair data
- For BGA Annex II gliders, the BGA Technical Committee ay approve parts substitution.

None of the above authorities remove the need for the installing engineer's applicability and sanity check, if the substitution appropriate and up to the job.

Compliance Statement:
All mandatory inspections and modifications have been included up to the following:
CAA CAP 455 Airworthiness Notices, Version: October 2007
CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 02/2008
State of Design Airworthiness Directives review date: 03 March 2008

For reference:
FAA Summary of Airworthiness Directives. Bi-weekly listing 2008-04
EASA Airworthiness Directives review date: 03 March 2008
CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary issue: 287
CAA CAP 661 Mandatory Permit Directives, issue 2008/1

Jim Hammerton
Chief Technical Officer

British Gliding Association

Minor Modification Application – Glider/SSS.

BGA Mod No.
BGA 2008/01
BGA USE ONLY

Aircraft Type **ASW20F** Reg. No. BGA 4220 Serial No **20187**	Name & Address of applicant **T Macfadyen** **c/o BGA** Tel	Applicants Mod Number **1/08** Issue No **1** Date **20/01/2008**

Details of Modification (use continuation sheets if necessary)

Alternative method of compliance with DGAC Airworthiness Directive (see list below)

Pegase 101 - AD F 2003-095A
Marianne 201 - AD F 2003-096A
ASW20F & FL - AD F 2003-097A

Reason
The above SB and AD call for the replacement of 101, 201 & ASW20F rudder pedals with factory supplied reinforced pedals. As an alternative method of compliance this modification allows the existing pedals to be reinforced as the factory supplied units.

Applicability
All serial numbers of BGA registered Centrair Pegase 101, Marianne 201 & ASW20F gliders

Method
See sheet 2

Associated material
Centrair SB 101-24
Centrair SB 201-21
Centrair SB ASW20F-23
BGA AMP 4-7 Maintenance of Control Cables

Copies of Service Bulletins should be obtained from SN Centrair.

~~Suitable for installation on this aircraft only~~ * Suitable for installation on any other **Centrair 101, 201 & ASW20F & FL**		Limitations, Conditions, Exemptions **Not suitable for Chrome plated rudder pedals**	
Weight & C of G Schedule **N/A**	Flight Manual Amendment **N/A**	Maintenance Manual Amendment **N/A**	Electrical Load Analysis **N/A**
Modification Instructions **Yes**	Modification Drawings **None**	Parts list **N/A**	Published in TNS.**1-2008**

Can this modification be passed on to interested members within the BGA? Yes / ~~No~~
Or. All enquires to be directed to originator. (The former will apply if no preference is shown)

The above modification has been approved for incorporation on gliders/SSS registered with the BGA prior to 28/9/08 only (Pre transition).

Signed……J Hammerton……..…For BGA Date…28 February 2008

Method - BGA 2008/01

1 Remove the rudder pedals from the glider. Note, this involves cutting the rudder cables. There is a Centrair Maintenance Manual requirement to change rudder cables every 3000 hours so note in the glider paperwork that this change has now been carried out.

2 Make up 1mm thick steel reinforcing plates as shown on the diagram in Centrair SB. Any weldable mild steel may be used. When made from new the reinforced pedals each have a 50mm square piece of 1mm steel welded between the two steel tubes. To reinforce existing pedals each square has to be cut in half to form two triangles and then the triangles centres filed to go around the existing weld. Each triangle will thus be slightly different, depending on weld dimensions.

3 Clean all paint from within ~20mm of the area to be welded. With chrome plated pedals the chrome will have to be removed, which may prove impractical and thus render this modification impossible to carry out with this standard of pedals.

4 Drill a small (~2mm) hole in the closed tube and drain out any inhibiting liquid. It may be necessary to warm the pedals to get all the fluid out.

5 Inspect the existing welds and adjacent areas for cracks using a X5 magnifying glass or other approved aircraft method. Repair any cracks before proceeding.

6 Weld in the reinforcing plates using standard aircraft techniques, equipment and personnel.

7 Clean, repaint

8 Re inhibit drained tubes internally with suitable rust inhibiting compound (Tube Oil, LPS 3 or equivalent) Drain excess oil before refitting the pedals to the aircraft.

9 Reassemble the pedals to the aircraft. Fit new rudder cables and carry out all necessary checks as described in the Maintenance Manual.

10 Carry out and record duplicate inspections of the rudder pedal and cable installations.

11 Enter this modification in the glider Log Book as an alternative method of compliance with AD number F-2003 095A & SB 101-24 or F-2003-096A & SB 201-21 or F-2003-097(A) & SB ASW20F-23 as appropriate to the aircraft type.
