

British Gliding Association - Technical News Sheet

<u>Issue 3-2007</u> <u>Date: 02/07/2007</u>

Airworthiness Information:

1. APEX DR400 AD 2007-0078 (Mandatory)

Carbon monoxide contamination – cabin air outlet and main tank aft wall – inspection/modification.

http://ad.easa.europa.eu/blob/easa_ad_2007_0078.pdf/AD_2007-0078_1

2. DG300 AD 2007-0100-E (Corrected) (Mandatory)

Correction in compliance of AD "Optional Terminating Action". http://ad.easa.europa.eu/blob/easa_ad_2007_0100_e_corrected.pdf/EAD_2007-0100-E_1

3. DG500 series AD 2007-0176-E (Mandatory)

Flight controls – Elevator control bell crank attachment bolt torque inspection and life limit.

http://ad.easa.europa.eu/blob/easa_ad_2007_0176E.pdf/EAD_2007-0176-E_1

4. Grob Astir CS, G102 ASTIR III. AD 2007-0135-E (Mandatory) Flight controls – inspection/replacement of welded components. http://ad.easa.europa.eu/blob/easa_ad_2007_0135_E.pdf/EAD_2007-0135-E_1

5. Schempp-Hirth Discus CS

(Information)

Reported by Adrian Hatton, Sherwood Sailplanes Fatigue failure of operating arm on landing gear tube. Area very difficult to inspect due wheel cover and close proximity of other components

6. SZD Jantar 2 (applicable to other SZD types)

(Information)

Reported by Roger Andrews of Midland Gliding Club

Flying control rod cracked. Longitudinal crack found on section of tube next to crimped area. Not associated with corrosion. Very careful inspection advised to spot hairline crack.

ENGINES

7. Rotax 912A, F, S. AD 2007-0155 (Mandatory)

Engine coolant specification

http://ad.easa.europa.eu/blob/easa_ad_2007_0155.pdf/AD_2007-0155_1

8. Rotax 914F AD 2007-0155 (Mandatory)

Engine coolant specification

http://ad.easa.europa.eu/blob/easa_ad_2007_0155.pdf/AD_2007-0155_1

EQUIPMENT

None.

General Information

1. Cable swaging

An unfortunate incident where a cable was insufficiently swaged highlights the need for proper control over the manufacture of glider control cables. Due to glider design it is impossible to install pre manufactured cables in most cases, so in-house manufacture is the only option.

When manufacturing cables, follow the guidance given in AMP leaflet 4-7 and ensure the cable is thoroughly inspected after manufacture.

2. Piper Cub Reclassification

The Piper Cub series has been classified as Annex II and as such is to be returned to the old CAA C of A system of 3 year expiring C of A.

3. Piper Pawnee Wing Modification

The BGA has details of an EASA approved modification to eliminate the 2 year repetitive wing off NDT wing attachment inspection without replacement of the entire cluster assembly. Details have already been sent to all UK gliding club owners. If anyone was missed or was not on the distribution (including Europe) please contact the BGA Chief Technical Officer for details.

Compliance Statement:

All mandatory inspections and modifications have been included up to the following: CAA CAP 455 Airworthiness Notices, Contents issue: 140 Checklist: 28 March 2007 CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 6/2007 State of Design Airworthiness Directives review date: 02 July 2007

For reference

FAA Summary of Airworthiness Directives. Bi-weekly listing 2007-13

EASA Airworthiness Directives review date: 02 July 2007

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 2007/1

Jim Hammerton

Chief Technical Officer