

**British Gliding Association - Technical News Sheet****Issue 3-2009****Date: 07/08/2009****Airworthiness Information**

1. **Allstar PZL SZD-59 ACRO** AD 2009-0140-E **(Mandatory)**
SB BE-010/SZD-59/2009 ACRO
Fuselage frame welded joints at wing roots - inspection/repair
http://ad.easa.europa.eu/blob/easa_ad_2009_0140E_Correction.pdf/EAD_2009-0140-E_1
2. **Binder ASH 25 EB 28** AD 2009-0131 **(Mandatory)**
TN ASH 25 EB 28-B5
Flight controls - aileron hinge bonding joint - inspection/repair/reinforcement
http://ad.easa.europa.eu/blob/easa_ad_2009_0131.pdf/AD_2009-0131_1
3. **BRP-Rotax 912 A/F/S series** AD 2009-0149-CN **(information)**
BRP-Rotax 914 F series
Inspection of the oil system for correct venting and the valve train. Austrol Control AD 113 R1 is cancelled.
http://ad.easa.europa.eu/blob/easa_ad_2009_0149_CN.pdf/AD_2009-0149-CN_1
4. **DG-100 series** AD 2009-0163-E **(Mandatory)**
TN 301/26
Flight controls - Elevator control bearing stand - inspection/modification
http://ad.easa.europa.eu/blob/easa_ad_2009_0163E.pdf/EAD_2009-0163-E_1
5. **DG-100 series** AD 2009-0167-E **(Mandatory)**
TN 301/25
Flight controls – control column rod end – inspection/replacement
http://ad.easa.europa.eu/blob/easa_ad_2009_0167E.pdf/EAD_2009-0167-E_1
6. **DG-200 series** AD 2009-0167-E **(Mandatory)**
TN 323/16
Flight controls – control column rod end – inspection/replacement
http://ad.easa.europa.eu/blob/easa_ad_2009_0167E.pdf/EAD_2009-0167-E_1
7. **DG-500 MB** AD 2009-0169-E **(Mandatory)**
TN 843/30
Starting – Zinc coated starter ring gears – inspections/replacement
http://ad.easa.europa.eu/blob/easa_ad_2009_0169E.pdf/EAD_2009-0169-E_1
8. **DG-800 B** AD 2009-0169-E **(Mandatory)**
TN 800/36
Starting – Zinc coated starter ring gears – inspections/replacement
http://ad.easa.europa.eu/blob/easa_ad_2009_0169E.pdf/EAD_2009-0169-E_1
9. **EADS PZL-104 Wilga** AD 2009-0072R1 **(Mandatory)**

Fuselage – Maintenance programme and fuselage front posts – inspection/repair
(not included in BGA compendium)

http://ad.easa.europa.eu/blob/easa_ad_2009_0072_R1.pdf/AD_2009-0072R1_1

10. **Scheibe Mu13E Bergefalke** AD 2009-0132 **(Mandatory)**
TN 104-24

Elevator and Tab – drive arm of the mechanical elevator trim tab – inspection/repair
http://ad.easa.europa.eu/blob/easa_ad_2009_0132.pdf/AD_2009-0132_1

11. **Scheibe SF 26 Standard** AD 2009-0132 **(Mandatory)**
TN 232-24

Elevator and Tab – drive arm of the mechanical elevator trim tab – inspection/repair
http://ad.easa.europa.eu/blob/easa_ad_2009_0132.pdf/AD_2009-0132_1

12. **Scheibe SF 25 series Falke** AD 2009-0132 **(Mandatory)**
TN 653-91

Elevator and Tab – drive arm of the mechanical elevator trim tab – inspection/repair
http://ad.easa.europa.eu/blob/easa_ad_2009_0132.pdf/AD_2009-0132_1

13. **Scheibe SF 28A Tandem Falke** AD 2009-0132 **(Mandatory)**
TN 770-30

Elevator and Tab – drive arm of the mechanical elevator trim tab – inspection/repair
http://ad.easa.europa.eu/blob/easa_ad_2009_0132.pdf/AD_2009-0132_1

14. **SZD 50-3 Puchacz** GFA Alert 2009-2 **(Advisory)**
Lower rudder support failure at base of fin. Inspection of BGA aircraft recommended at next maintenance interval or after incident.
http://2009.gfa.org.au/Docs/airworth/A2009-2_SZD-50-3.pdf

General Information

1. On Condition Seat Harnesses

Gliders operating using the BGA GMS Maintenance Programme may operate with seat harnesses "on condition" provided there is no Airworthiness Directive mandating change.

Two very important points to note:

- Some airframe life extension checks (e.g. 3000 hour) are mandated by an Airworthiness Directive. In most cases this AD makes reference to and includes a Technical Note or Service Bulletin. Some of these TN's or SB's state that the seat harness (or webbing) has a life limitation (usually 12 years). If this is the case, as the TN or SB forms part of the AD, the seat harness life is mandatory. Some harness manufacturers advise that it is possible to replace the webbing if the metal parts are in a good condition. If this involves stitching it can only be done by the manufacturer or approved repairer.
- "On Condition" does not mean forever, it means that the harness must be inspected for condition at each maintenance check and if required, appropriate maintenance action taken, if found worn or damaged this usually means replacement. BGA AMP 4-8 contains guidance on seat harness inspection.

2. Fighting Fires Caused by Lithium Type Batteries in Portable Electronic Devices

EASA have issued Safety Information Bulletin 2009-22 that refers to a USA FAA Safety Alert (SAFO) 09013 regarding fires in portable electronic equipment fitted with Lithium batteries.

http://ad.easa.europa.eu/blob/SIB_200922_Fighting_Fires_caused_by_LiBatteries_in_PED.pdf/SIB_2009-22_1

3. ARC renewal interim process – Finish

The ARC renewal interim process will be finishing 4 September 2009. After that date the BGA will not accept any applications for ARC renewals using the interim process. All future ARC renewals will need to be completed by BGA inspectors with ARC signatory status.

To assist BGA aircraft owners in finding an ARC signatory, a list of available ARC signatories will be published on the BGA web site within the next few weeks and owners wishing to make contact should contact the BGA office for details.

4. BGA Inspector renewal

A renewal notice will be sent to all current BGA inspectors by the end of August 2009. To enable you to continue to certify maintenance and for those with ARC signatory status, renew ARC's, you must return the renewal before the end of September.

You may not certify any maintenance or renew an ARC if your inspector authorisation has expired or lapsed.

Compliance Statement:

All mandatory inspections and modifications have been included up to the following:

CAA CAP 747 Mandatory Requirements for Aircraft, issue: 2 amendment: 07/2009

State of Design Airworthiness Directives review date: 07/08/2009

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2009-16

EASA Airworthiness Directives review date: 07/08/2009

CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary issue: 287

CAA CAP 562 Civil Aircraft Airworthiness Information and Procedures: issue 2, amendment 7

CAA CAP 661 Mandatory Permit Directives, issue 2009/2

Maintenance Programme:

CAA/LAMS/A/1999. Issue 2, amendment 0

CAA/LAMP/A/2007, Issue 1, amendment 1

BGA GMS, Issue 1, amendment 1

Jim Hammerton

Chief Technical Officer