



British Gliding Association - Technical News Sheet

Issue 1-2010**Date: 05/03/2010**

Airworthiness Information

- 1. All-Star SZD Puchacz** (Advisory)
Reported by David Mason, Mason Restoration
Excessive corrosion of nose wheel aluminium mounting brackets
- 2. LET L23 Super Blanik** MB L23/052a (Mandatory)
Cracks on internal structure of elevator hinges
- 3. SN Centair** (Information)
List of Airworthiness Directives updated in Compendium of Airworthiness Directives
<http://www.gliding.co.uk/bgainfo/technical/ads.htm>
- 4. Scheibe SF 25C, SF 25E** AD 2010-0011-E, SB 653-64 (Mandatory)
Aileron and tail plane attachment tube rivets inspection and replacement
http://ad.easa.europa.eu/blob/easa_ad_2010_0011_E.pdf/EAD_2010-0011-E_1
- 5. Schempp-Hirth Discus CS** TN 360-26 (Recommended)
Failure of seat back upper adjustment modification
<http://www.schempp-hirth.com/fileadmin/tmdocs/360-26-2725.pdf>
- 6. ZS Jezow PW5 & PW6** BGA 048/01/2010 issue 1 (Mandatory)
Precautionary inspection of tail plane attachment fittings for cracks
<http://www.gliding.co.uk/bgainfo/technical/inspections.htm>
- 7. ZS Jezow PW6** (Information)
List of Airworthiness Directives and Service Bulletins updated in Compendium of Airworthiness Directives
<http://www.gliding.co.uk/bgainfo/technical/ads.htm>

ENGINES

- 8. Solo engine maintenance** TM 4603-10 (Mandatory)
To help clarify the requirements for engine maintenance for aircraft fitted with Solo 2 350 models of engines;
Solo 2 350 engine is subject to a 5 year special inspection and 200 hour TBO
Solo 2 350 engine suffix C or D is subject to a 200 hour TBO (there is currently no requirement for a 5 year inspection)
(Suffix C and D engines are fitted to Ventus cM, Duo Discus T, later Nimbus 4DT list may not be complete)
http://www.schempp-hirth.com/fileadmin/Pdfs/TMDocu_D/Sonderkontrolle-2350-Englisch-klein.pdf

PROPELLERS

- 9 MT Propeller Various** AD 2006-0345R1, SB No 8B **(Mandatory)**
 Blade leading edge protection inspection.
 Introducing pilot/owner before flight inspection authorisation.
http://ad.easa.europa.eu/blob/easa_ad_2006_0345_R1.pdf/AD_2006-0345R1_1

EQUIPMENT

- 10 L'Hotellier connectors with "Wedekind" sleeves** **(Advisory)**
 Reported by Bruno Brown, Sherington Gliding Club

Certain types of Wedekind sleeve locked L'Hotellier connectors can be unsafe due to wear.

If wear is found and there is any possibility of even partial disengagement, the coupling must be replaced.

With sleeve in the "locked" position, Roll-pin remains in engagement with the anti-rotation slot in the sleeve (arrowed). On G-KXXI this is not the case. If the cam is partially depressed, but with the witness hole remaining visible, then the sleeve can be rotated into such a position as to leave the L'Hotellier only partially engaged.



- 11 Thinback T104 & Slimpack T204 Parachutes** AD 2010-0009-E **(Mandatory)**
 Ripcord and pin inspection
 (Advisory notice only as parachutes are personal equipment)
http://ad.easa.europa.eu/blob/easa_ad_2010_0009_E.pdf/EAD_2010-0009-E_2
- 12 Halon 1211 Fire Extinguishers** AD 2009-0262R1, ASB 26-115 issue C **(Mandatory)**
 AD revised to update SB revision.
http://ad.easa.europa.eu/blob/easa_ad_2009_0262_R1.pdf/AD_2009-0262R1_1

General Information

- 1. Turnbuckle locking** SIB 2010-06 **(Advisory)**
 EASA have published Safety Information Bulletin 2010-06 to alert engineers of the dangers of incorrect control cable turnbuckle locking and possible failures if the incorrect method used.
http://ad.easa.europa.eu/blob/SIB_201006_Turnbuckles.pdf/SIB_2010-06_1
- 2. ARC Issue problems**
 Many inspectors are failing to correctly apply the ARC dating protocols and incorrectly completing ARC's.
 See Engineering News No 58 March 2010 for details

Compliance Statement:

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

CAA CAP 747 Mandatory Requirements for Aircraft, issue: 3 amendment: 2010/02

State of Design Airworthiness Directives review date: 05 March 2010

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2010-04

EASA Airworthiness Directives review date: 05 March 2010

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

Maintenance Programme:

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

CAA/LAMP/A/2007, Issue 1, amendment 2/2008

BGA GMS 2005, Issue 1, amendment 1

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