Technical News Sheet

Issue 3-2012	Date: 31/08/2012

Airworthiness Information

CAPR Robin DR 400 — AD 2012-0072 — **(Mandatory)**
SB No; 120401

Air filter – Inspection/replacement

DG-100 series — AD 2009-0163-E — **(Mandatory)**
TN 301/6

Elevator control rod bearing inspection/modification.
The BGA has just been advised that this AD is missing from the Compendium. AD previously advised in TNS 3-2009.

DG-100 and 200 series — AD 2009-0167-E — **(Mandatory)**
TN 301/25 & TN 323/16

Control column rod end inspection/replacement.
The BGA has just been advised that this AD is missing from the Compendium. AD previously advised in TNS 3-2009.

Grob G109 & G109b series — **(Advisory)**

Reported by Stu Hoy, Anglia Sailplanes
Fuel system filters clogged. Mesh and gauze filters are or can be installed in the fuel tank pick up, gascollator, electric and mechanical fuel pumps. These should be checked during annual inspection. It is recommended to carry out a fuel flow test using the electric pump at both carburettor inlets (one at a time) during the annual inspection, anything below 30 Ltrs/hr should be investigated. Ideally you are looking for about 50 Ltrs/hr.

Grob General — **(Advisory)**

Reported by Jim Hammerton, CTO
As previously reported problems with Grob sailplane nylon pulleys cracking. The picture is a Grob G109b with two broken pitch change pulleys. If any nylon pulleys are found on any Grob aircraft they must be checked for cracks.

Grob G109 & early G109b **(Mandatory)**

MSB 817-63

Rudder pedal inspection.
Previously reported as an advisory in TNS 2-2012

Grob G109 & G109b series (AD in progress) **(Mandatory)**

MSB 817-64-2

Elevator rod inspection.
This inspection supersedes BGA inspection 036/06/2003 and is now a 5 year requirement. Compliance with BGA 036/06/2003 satisfies the requirement.
Caution; Use of LPS3 corrosion inhibiting fluid is specified. When using wax based inhibitors ensure the elevator rod upper quick disconnect is free to operate when the wax has hardened. The wax can inhibit the locking operation of the quick disconnect.

HPH Glasflugel 304 CZ AD 2012-0073 **(Mandatory)**

SB G304CZ-06a, G304CZ17-06a, G304C-06a

Elevator control rod in the vertical fin inspection/replacement

Schempp-Hirth Sailplanes **(Information)**

TN Gen-2

Maintenance information for flapped Schempp-Hirth sailplanes

Schempp-Hirth Sailplanes **(Information)**

TN Gen-3

Life extensions are only valid when the information has been forwarded to the manufacturer and accepted with written confirmation.

Stemme S10 AD 2012-0154 **(Mandatory)**

SB A31-10-093

Fuel, oil and cooling systems hoses – Identification /replacement

Engines

BRP Rotax 912 series AD 2012-0097R1 **(Mandatory)**

Supersedes AD 2012-0093-E

ASB 912-061R1

Fuel pump pressure side hose replacement

Grob G2500 **(Advisory)**

Reported by Jim Hammerton, CTO
Inlet manifold turbulators loose and spinning.
A fuel/air mixture turbulator is fitted inside the inlet manifolds immediately down stream of the carburettors. The turbulators should be flush with the end of the manifold and secure. If not they are probably worn and spinning and could break up and be ingested by the engine. A spinning turbulator is ineffective and will cause a power loss.
If replaced, make sure they are installed the correct way around. Recessed side towards carburettor or the butterfly will foul.

General Information

Transponder maintenance

Inspectors are reminded the requirement to carry out the required checks and maintenance if a transponder is installed in the aircraft. If its installed declaring it inop or removing it for the annual is not an option, if its installed it must be checked.
BGA inspection 052/08/2011 applies to all sailplanes using the BGA GMS.
Transponders are included in the LAMS or LAMP for powered aircraft.

Qualifications for Transponder Maintenance

In addition to a BGA inspector with an unrestricted RA authorisation, A CAA section L Radio engineer with paragraph 12.3 can certify the maintenance. A Part 66 B2 licensed engineer with aeroplane group and without limitations 6 or 7 will require a BGA inspector authorisation to certify. To apply please complete a normal BGA inspector application form requesting RE endorsement, a copy of license and details of experience should be sent to the BGA office. A normal inspector fee will apply.

Brake fluid

Some sailplanes use automotive brake fluid, either DOT 3 or DOT 4. You should only use the recommended fluid, but DOT 4 is a higher specification than DOT 3 and is fully compatible. Do not use Aircraft Red hydraulic fluid (DTD 585, Fluid 4 or similar) as this will destroy the seals.
It must be remembered that automotive brake fluids are glycol based and are hydroscopic and will absorb water from the atmosphere. This can have a detrimental effect on performance and can induce corrosion internally in the brake system. Just like in cars, the fluid should be changed at regular intervals.

Control Deflections – Confusion

There has been some confusion about the way some aircraft manufacturers present the control deflections in their manuals expressed as a dimension or angle + or -.
Just to clarify "+" means control surface down and "–" means control surface up.

Compliance Statement:
All mandatory inspections and modifications have been included up to the following:
CAA CAP 747 Mandatory Requirements for Aircraft, issue: 3 amendment: 2012/03
State of Design Airworthiness Directives review date: 31 August 2012

For reference:
FAA Summary of Airworthiness Directives. Bi-weekly listing; 2012-17
EASA Airworthiness Directives review date: 31 August 2012
EASA Airworthiness Directives Bi-weekly issue: 2012-17

Maintenance Programme:
CAA/LAMS/A/1999. Issue 2, amendment 0
CAA/LAMP/A/2007, Issue 1, amendment 2/2008
BGA GMS, Issue 1, amendment 1

Jim Hammerton
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