



Technical News Sheet

Issue 1-2013

Date: 27/02/2013

Airworthiness Information

1. **ASK 21** **TN29, BGA guidance** **(Advisory)**
BGA guidance on recording aerobatic flight time to qualify for the 12,000 hour life inspection.
Please note: this information is important as it will affect the eligibility for the aircraft to qualify for the 12,000 hour inspection in the future.
http://www.alexander-schleicher.de/tm/21/210_TM29_E.pdf
<http://www.gliding.co.uk/bgainfo/technical/documents/K21extension.pdf>
2. **LS6 Airbrake** **(Advisory)**
Reported by George Sanderson, Cambridge Gliding Club
The operating arms were found slightly bent allowing the air brake paddle to over travel and catch the wing aperture. Possible cause too much force being applied to air brake control.
3. **Schempp-Hirth Nimbus 4DT, Duo Discus T & Arcus T** **(Mandatory)**
AD 2013-0012
Flight and Maintenance manual amendments, Placards replacement, Flight controls . Rudder, Elevator and Wing Flaps check.
http://ad.easa.europa.eu/blob/easa_ad_2013_0012.pdf/AD_2013-0012_1

Engines

4. **Generic Requirement GR24 amended** **(Advisory)**
GR24 has been amended to include Rotax engines installed in powered sailplanes as eligible to operate ~~on~~ condition+ when they have reached their recommended overhaul life. And the position regarding ~~the~~ Serial Work+ has been clarified in connection with GR24.
<http://www.caa.co.uk/docs/33/CAP747.pdf>

Please note: Rotax 275 and 500 series engines are already operating ~~on~~ condition+ and the inspections required in SB 505-10R1 are still required.
<http://www.flyrotax.com/portaldata/5/dokus/d02913.pdf>

Equipment

5. **Radio Transceivers with 8.33 kHz channel spacing**

The CAA have published Information Notice IN-2013-018 outlining the incoming EASA requirements for 8.33 kHz channel spacing radios by 2018.

The BGA will be providing further guidance on the subject but in the meantime if installing radio it is recommended only to install an 8.33 kHz set.

After 17 November 2013 it will be illegal to install anything else.

<http://www.caa.co.uk/docs/33/InformationNotice2013018.pdf>

Compliance Statement:

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

CAA CAP 455 Airworthiness Notices, Withdrawn. See CAP 562 and CAP 747.

CAA CAP 747 Mandatory Requirements for Aircraft, issue: 3 amendment: 2012/05

State of Design Airworthiness Directives review date: 27 February 2013

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2013-04

EASA Airworthiness Directives review date: 27 February 2013

EASA Airworthiness Directives Bi-weekly issue: 2013/04

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, Issue 1, amendment 1

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