Technical News Sheet

Issue 5-2012	Date: 19/12/2012

Airworthiness Information

1 Alexander Schleicher Ka6, K7, K8, ASK 13, ASK 18 **(Mandatory)**
AD 2012-0246

Flight Controls – Automatic Elevator control connection
http://ad.easa.europa.eu/blob/easa_ad_2012_0246.pdf/AD_2012-0246_1

Note: this is a one time AD inspection but does NOT supersede the annual requirement ref BGA Inspection 003/08/2000 and 010/12/2000 for the types above.

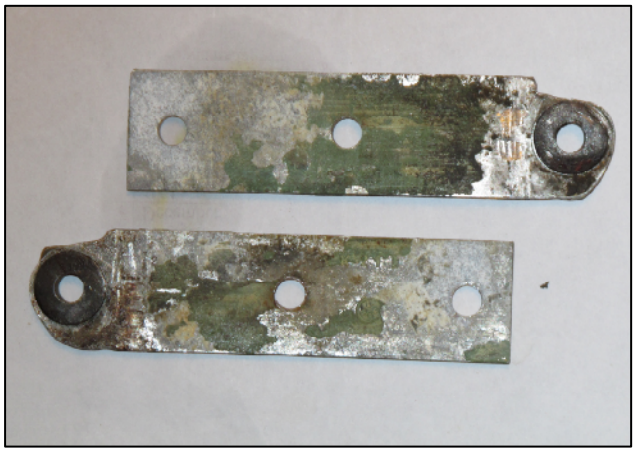
2 **Schempp-Hirth Sailplane Flap Maintenance** **(Information)**
SHK-M-01-11

Schempp-Hirth have published maintenance information for their flap systems covering a range of flapped Schempp-Hirth sailplanes.
http://www.schempp-hirth.com/fileadmin/Pdfs/intern_pdf/2011/maintenance_information_SHK-M-01-11.pdf

3 Slingsby T21 Sedburg **(Information)**

Reported by Eric Munk, The Netherlands.

Tail plane lower strut carry through member in fuselage, severe exfoliation corrosion of alloy end strut attachment plates where attached the wooden cross member and stringer attachment. In some areas the plates had lost 20% of their thickness.



4 Slingsby T61F Manual error (Information)

Reported by Phil King, BGA Safety Committee.
The weighing formulae published in the T61F Maintenance Manual has an error in presentation and could lead to incorrect calculations. To clarify the formula should be written as:

Minimum pilot weight = W(X – 11.9) /15.8+ (n x 9.7) lb.

Maximum pilot weight = W(X - 6.4) /10.3+ (n x 18.73) lb.

5 Control Cable Crimps (Information)

Reported by Robin Willgoss.

The picture shows a rather motley selection of control cable crimps found on a glider, including too few swages, over swaging, badly formed swages and no cable protrusion.
FAA AC 43.13.1B Chapter 7, section 8 gives guidance and the correct procedure for the inspection and repair on control cables. This guidance MUST be followed when making up cables using American spec cable and crimps. BGA AMP Leaflet 4-7 also provides guidance.
All the pictured swaged ends should have been rejected!

6 Canopy Jettison (Information)

Reported by Robin Willgoss.

A canopy jettison on an ASW 19 failed because the return spring attachment loop was hooked under the replacement instrument shroud. This could apply to any glider. Special care is needed if the instrument panel and or shroud is changed or altered to ensure there is no possibility of a hang 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: 2012/04
State of Design Airworthiness Directives review date: 18 December 2012

For reference:
FAA Summary of Airworthiness Directives. Bi-weekly listing 2012-25
EASA Airworthiness Directives review date: 18 December 2012
EASA Airworthiness Directives Bi-weekly issue: 2012-25
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

Jim Hammerton
Chief Technical Officer