

Technical News Sheet

<u>Issue 5-2013</u> <u>Date: 07/11/2013</u>

Airworthiness Information

1 Alexander Schleicher K6cr

(Advisory)

Reported Incident . Applicable to other aircraft

Seat repositioned aft effecting C of G and elevator deflection causing unusual spin behaviour. Highlights the need to record control deflections and refer to pervious figures to note changes and investigate the reason for change. In this instance, like many older gliders, the seat base also acts as the control stick back stop.

2 Alexander Schleicher ASK 21

(Advisory)

Reported Incident

Rudder pedal adjuster knob detached on operation.

Careful inspection required on adjustment/release knob attachments especially on small diameter cable systems making sure the knob is securely attached.

3 L13 Blanik

AD 2013-0252

(Mandatory)

Wing spar caps inspection AI MB L13/116a & AI MB L13/112a http://ad.easa.europa.eu/blob/easa_ad_2013_0252.pdf/AD_2013-0252_1

4 Centrair 101 Pagase

AD 2013-0258

(Mandatory)

SB 101-06 r1 Required inspections following incident.

Note: this AD is only applicable to the 101 Pagase however it can be used as a guide for other similar airframes and should be regarded as the starting point for the inspection. http://ad.easa.europa.eu/blob/easa ad 2013 0258.pdf/AD 2013-0258 1

5 De Havilland DHC-1 Chipmunk

CAA AD G-2013-0002 TNS CT(C1)209 (Mandatory)

Tail plane attachment fittings - inspection

http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=5778

6 DG1000T

AD 2013-0217-E

(Mandatory)

Engine operation prohibited due to crankshaft failure

http://ad.easa.europa.eu/blob/easa_ad_2013_0217E.pdf/EAD_2013-0217-E_1

7 DG800A, B and DG500MB

AD 2013-0212 TN 800/42 & TN500/06 (Mandatory)

Starter motor control unit replacement http://ad.easa.europa.eu/blob/easa ad 2013 0212.pdf/AD 2013-0212 1

8 SZD 36a Cobra (Advisory)

Reported incident . applicable to other aircraft
Main landing gear door displaced and prevented landing gear extension. This type of
aircraft has a moving door retained by rubber mounts. Ensure mounts are in good

condition during inspections.

Engines

9 Solo 2350C AD 2013-0217-E (Mandatory)

Engine operation prohibited due to crankshaft failure. (see DG1000T) http://ad.easa.europa.eu/blob/easa_ad_2013_0217E.pdf/EAD_2013-0217-E_1

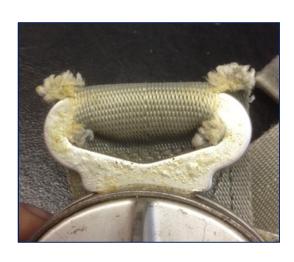
Equipment

10 Seat Harnesses

The picture shows a glider seat harness found in use. Obviously suffering from excessive webbing wear and corrosion of the buckle.

The BGA Maintenance Programme allows for seat harnesses to remain in service subject to \(\alpha_n\)-condition+inspections.

On Condition means that the item must be inspected and its condition assessed in accordance with the appropriate instructions. For seat harnesses use AMP Leaflet 4-8.



11 Gas struts

Colder temperatures will highlight any weakness in gas struts used in various applications, landing gear assist, canopy restraint, trailer top support etc. Be aware when inspecting anything with a gas strut as it could fail to support the item or provide the necessary force when required.

Many landing collapses can be attributed to weak gas struts causing door damage with loss of use and expense in having the doors or fuselage repaired.

General Information

12 Landing gear collapse

The BGA continue to receive reports of landing gear collapse, many can be attributed to failure to properly lock the landing gear down, however during inspections you should take particular attention of the down lock mechanism. This can be a positive lock, a gas strut or springs with over centre or most likely a combination of both. Make sure everything is in good order and working properly. Consult the maintenance manual or drawing for over centre dimensions or set up instructions.

13 Abnormal Occurrences

Many glider manuals have detailed instructions for inspections following unusual or abnormal occurrences such as heavy/hard landings, ground loops, turbulence, overspeed and such like. Where specific information is not available please refer to AMP Leaflet 4-3.

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: 31 October 2013

For reference:

FAA Summary of Airworthiness Directives. Bi-weekly listing 2013-22
EASA Airworthiness Directives review date: 31 October 2013
EASA Airworthiness Directives Bi-weekly issue: 2013-22
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 GMP, Issue 1, amendment 2

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