Technical News Sheet

Issue 1-2014	Date: 10/03/2014

Airworthiness Information

1 Alexander Schleicher ASW 20 (applicable to many types) **Advisory**

Reported by Tim Dews, Airborne Composites

Play was observed in an ASW 20 Elevator circuit. On investigation it was found that the bell crank at the base of the fin was corroded and the bearing was falling apart.

Access is difficult for inspection and lubrication but may be achieved through the rudder cable openings.

2 Alexander Schleicher ASK 21 **Advisory**

BGA Incident report

Ballast weights came loose in flight.

A combination of weights too thick and attachment screw too short meant that the ballast weights were not secured properly after change by unsuspecting pilot even though the correct number of weights were fitted.

3 DG1000 **Advisory**

Reported by Allan Tribe, AGA.

Cracks were found in the ñNeutral Biasòspring attachment points on the rudder pedal assembly.

4 DG800 **Advisory**

BGA Accident report
Engine failed to start due broken starter motor connector, aircraft damaged during field landing.
The power lead to the starter motor terminal had broken probably due to vibration causing metal fatigue. An improved power lead is available. Always check copper terminals for cracks especially when attached to larger cables and ensure the cable is properly secured to reduce the risk of vibration damage.

5 DG LS4b **Advisory**

Reported by Gordon Walker, Wyvern Gliding Club

The glider was noticed sitting lower than usual. Investigation found all of the main landing gear mountings badly distorted with one broken.

6 Corrosion (Fourner RF5) **Advisory**

Reported by Ian Mitchell, D&SGC

A typical example of corrosion found on many light aircraft components.
Please be vigilant during inspections and ensure that the paintwork is in good condition.

Grob G102 Astir and G103 Twin Astir **Information**

Replacement of control cable pulleys - Proposed Airworthiness Directive

There is an Airworthiness Directive in progress for the replacement of plastic control cable pulleys in the rudder control circuit with pulleys made from aluminium due to plastic cracking. This is long standing and well known issue, however the replacement will become mandatory if not already done. It may be worth bearing this in mind if you are carrying out an annual inspection.

7 Schempp-Hirth Arcus T **AD 2014-0042, TN A532-2** **Mandatory**

Airbrake modification
http://ad.easa.europa.eu/blob/easa_ad_2014_0042.pdf/AD_2014-0042_1

8 Schempp-Hirth Standard Cirrus **Advisory**

BGA Incident report

The glider started a launch when it was noticed that the elevator was not connected. It is well known that this type of glider can be difficult to rig but this was hindered by the small viewing window being opaque.

It is very important that when inspecting gliders to ensure that all viewing windows are clear and clean. If cleaning is unsuccessful then the window should be replaced. It is **not acceptable** to just remove the window and tape over the hole.

Ensuring the control itself is clean and suitably painted to improve visibility may be prudent but ensure the painting does not impede the operation of the connecting device.

9 SZD 50-3 Puchacz **AD 2014-0015** **Mandatory**
BE-062/SZD-50-3/2013

Inspection of air brake control tube/arm for cracks.

http://ad.easa.europa.eu/blob/easa_ad_2014_0015.pdf/AD_2014-0015_2

Equipment

10 Ottfur Release Units **BGA 055/03/2014** **Mandatory**

Several reports of cracked Cair Ottfur release unit operating arms.

Inspect operating arm at annual inspections. Please report any failed or cracked arms to BGA.

General Information

11 Weighing and other data.

Recent incidents and audit findings had found incorrect information being transferred from one document to another.

It is very important to verify reference information such as leaver arms, limits, deflections in case the value was recorded incorrectly last time and you perpetuate the error or in case the value has been changed.

A recent case highlights this were a glider had been flying for some 10 years with minimum cockpit load understated by 50 lbs.

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: 2014/01
State of Design Airworthiness Directives review date: 10 March 2014

For reference:
FAA Summary of Airworthiness Directives. Bi-weekly listing 2014-04
EASA Airworthiness Directives review date: 10 March 2014
EASA Airworthiness Directives Bi-weekly issue: 2014-05
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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