

## CAA and EASA Airworthiness Directives (ADs) all owners notified.

- |  |  |                             |                  |
|--|--|-----------------------------|------------------|
| <b>1</b>   | <b>Lycoming engines</b> Connecting Rod/Bushing inspection<br><a href="https://ad.easa.europa.eu/ad/US-2024-21-02">https://ad.easa.europa.eu/ad/US-2024-21-02</a> | <b>US-2024-21-02</b>        | <b>Mandatory</b> |
| This could affect some tugs. Reciprocating Engine - Connecting Rod Bushing - Inspections / Replacement   |  |                             |                  |
| <b>2</b>   | <b>S-MD Single JS-MD 3 RES Pylon bolts</b><br><a href="https://ad.easa.europa.eu/ad/2025-0010">https://ad.easa.europa.eu/ad/2025-0010</a>                        | <b>EASA AD 2025-0010</b>    | <b>Mandatory</b> |
| Powerplant – Engine to Retractable Electric System Pylon Fasteners – Retightening  |  |                             |                  |
| <b>3</b>   | <b>Ventus Powered Sailplanes Ventus-3M</b><br><a href="https://ad.easa.europa.eu/ad/2024-0251-E">https://ad.easa.europa.eu/ad/2024-0251-E</a>                    | <b>EASA AD 2024-0251-E</b>  | <b>Mandatory</b> |
| Fuel – Wing Fuel Tank Hose – Inspections / Replacement; Placards and Markings – Installation   |  |                             |                  |
| <b>4</b>   | <b>SCHEMPP HIRTH FLUGZEUGBAU Standard Cirrus</b><br><a href="https://ad.easa.europa.eu/ad/2024-0242R1">https://ad.easa.europa.eu/ad/2024-0242R1</a>              | <b>EASA AD 2024-0242R1</b>  | <b>Mandatory</b> |
| Flight Controls – Horizontal Tailplane Drive Lower Bearing – Modification  |  |                             |                  |
| <b>5</b>   | <b>BRP-ROTAX 912 iSc</b><br><b>Mandatory</b><br><a href="https://ad.easa.europa.eu/ad/2025-0019-E">https://ad.easa.europa.eu/ad/2025-0019-E</a>                  | <b>EASA AD 2025-0019-E</b>  |                  |
| Engine / Electrical Power – Internal Generator – Inspection / Replacement of Oil Spray Nozzle  |  |                             |                  |
| <b>6</b>   | <b>LAVIA S.A.PA-25 Pawnee</b><br><a href="https://ad.easa.europa.eu/ad/RA-2024-05-01R1">https://ad.easa.europa.eu/ad/RA-2024-05-01R1</a>                         | <b>ANAC RA-2024-05-01R1</b> | <b>Mandatory</b> |
| Corrosion found in the front and rear spars of wings and cracks found in the front spar  |  |                             |                  |
| <b>7</b>   | <b>DG AVIATION DG-300</b> all variants with winglets<br><a href="https://ad.easa.europa.eu/ad/2025-0056">https://ad.easa.europa.eu/ad/2025-0056</a>              | <b>EASA AD 2025-0056</b>    | <b>Mandatory</b> |
| Flight Manual – Supplements – Amendment; Placards and Markings – Cockpit Data Placard and Airspeed Correction Placard – Replacement; Indicating / Recording System – Airspeed Indicator – Modification |  |                             |                  |
| <b>8</b>   | <b>DG AVIATION DG-1000M</b><br><a href="https://ad.easa.europa.eu/ad/2025-0091">https://ad.easa.europa.eu/ad/2025-0091</a>                                       | <b>EASA AD 2025-0091</b>    | <b>Mandatory</b> |
| Power Plant – Engine Support Frame – Inspections / Modification; Propeller – Propeller Assembly – Balancing; Engine – Fuel and Control – Powerplant Controllers Software – Modification                |  |                             |                  |
| <b>9</b>   | <b>DG AVIATION DG-1000T</b><br><a href="https://ad.easa.europa.eu/ad/2025-0112-E">https://ad.easa.europa.eu/ad/2025-0112-E</a>                                   | <b>EASA AD 2025-0112-E</b>  | <b>Mandatory</b> |
| Powerplant – Operational Restriction; Flight Manual – Amendment; Placards and Markings – Placards – Installation   |  |                             |                  |
| <b>10</b>  | <b>SCHEMPP HIRTH FLUGZEUGBAU Ventus-3M</b><br><a href="https://ad.easa.europa.eu/ad/25-089">https://ad.easa.europa.eu/ad/25-089</a>                              | <b>EASA AD 25-089</b>       | <b>Mandatory</b> |
| Fuel – Wing Fuel Tank Hose – Inspections / Replacement / Modification; Placards and Markings – Installation  |  |                             |                  |

**11 LAVIA S.A.PA-25 Pawnee****EASA PAD 25-090****Advisory**<https://ad.easa.europa.eu/ad/25-090>

Aircraft Flight Manual - Limitation / Wings – Front and rear spar – Inspections. This is an EASA proposal to make the Eddy Current inspection a 1000 hourly event. Note that Laviasa are Argentina based, so EASA ADs on the PA25 in law do not apply to UK based PA25. EASA are yet to approve an alternative means of compliance to do the Eddy current inspection, because the one mandated by Lavias does not work on Piper built spars. The Australian Gliding Federation of Australia (who have provided all the fatigue analysis data) are now in contact with EASA.

**12 M&D All JS-MD 3 RES aircraft****2025-0136-E****Mandatory**<https://ad.easa.europa.eu/ad/2025-0136-E>[https://www.md-flugzeugbau.de/images/2025/sb-md11-006---propulsion-system-deactivation\\_signed.pdf](https://www.md-flugzeugbau.de/images/2025/sb-md11-006---propulsion-system-deactivation_signed.pdf)

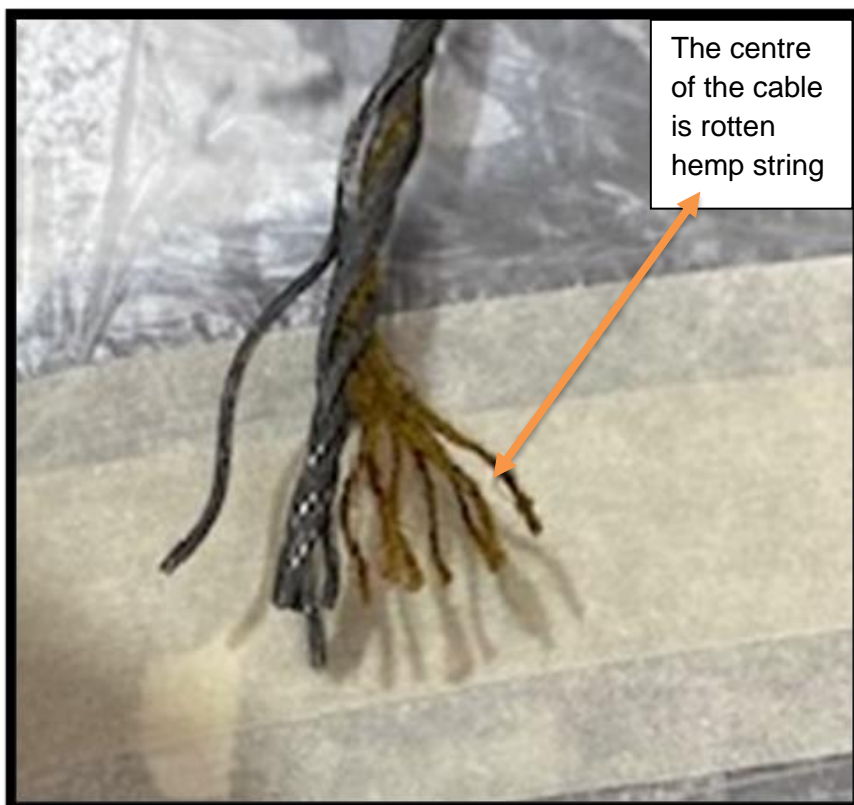
Powerplant – Retractable Electric Propulsion System – Operation Prohibition / Sailplane Operation Restriction

**13 CAA Safety Directive Number:****SD-2024/001V2****Mandatory**<https://www.caa.co.uk/publication/download/22825>**CARBON MONOXIDE detectors**

All aircraft with a front fire wall must now have a Carbon Monoxide Detector. We have had a report that a new detector found previously undetected carbon monoxide leak in a SF25 Falke. Every annual the exhaust that the heat shroud surrounds **MUST** be checked for leaks. Either plug the exhaust holes, then put a few PSI in, then put bubble making solution (washing up liquid diluted) and look for bubbles. If you are keen you can remove the exhaust (new gaskets), plug the holes, add a few psi and immerse it in a fish tank and observe any bubbles.

**14 Libelle (might apply to other types)****LBA AD 87-83****Mandatory**<https://streifly.de/wp-content/uploads/2022/08/TN201-26.pdf>

A Libelle that had recently passed a 3000-hour inspection was found to still have Hemp rudder cables that should have been changed by 1987. The link above is to the AD that mandated this inspection.

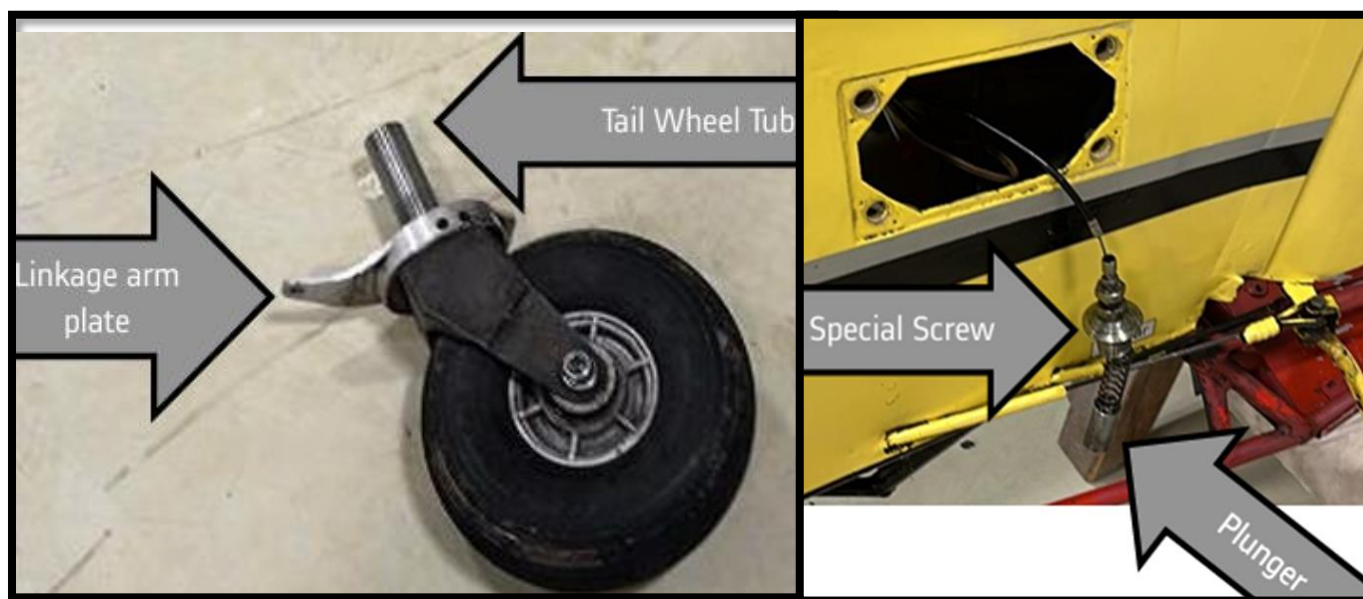


## Safety Information

15 SF25c fully swivel tailwheels

reported by Sqn Ldr C R Haynes

Advisory



The SF25c (mostly the newer ones fitted with Rotax engines) have a fully swivelling tailwheel. But you must lock it to match the rudder movement prior to take off. Failure to do this means there is higher chance of tailwheel shimmy. But the plunger that locks it can seize. This is common issue caused by the lack of access to lubricate the parts that need lubrication. I was involved in maintaining one of these on a SF25C that was flying 500 hours year, and it seized in service a few times. To prevent it happening, we found the tailwheel mechanism had to be fully removed, cleaned, checked for wear and reassembled with good lubrication every 200 hours. This is many hours work. And ideally will be an annual event. I recommend you write it into the maintenance program.

### 16 Tessa Fabric tape

Advisory

In all my BGA refresher lectures, I advise not to use Tessa Fabric tape. This picture below is all to frequent and explains why. Tessa Fabric tape shrinks hugely in the space of 12 months. Almost everyone that I/quality team checked is found to have restricted control movements. Plus, there is the potential flutter issues if it falls off in flight (like on an ASW20). Some manuals (K21 perhaps) recommend use of Tessa fabric tape. They were written before better tapes (Teflon oven lining tape) and mylar were options. You can deviate from Tessa fabric tape in your maintenance program. Student pilots should be taught that tape in poor condition, like below should not pass a daily inspection.



## 17 Solo 2350 inflight catastrophic engine failures

Advisory

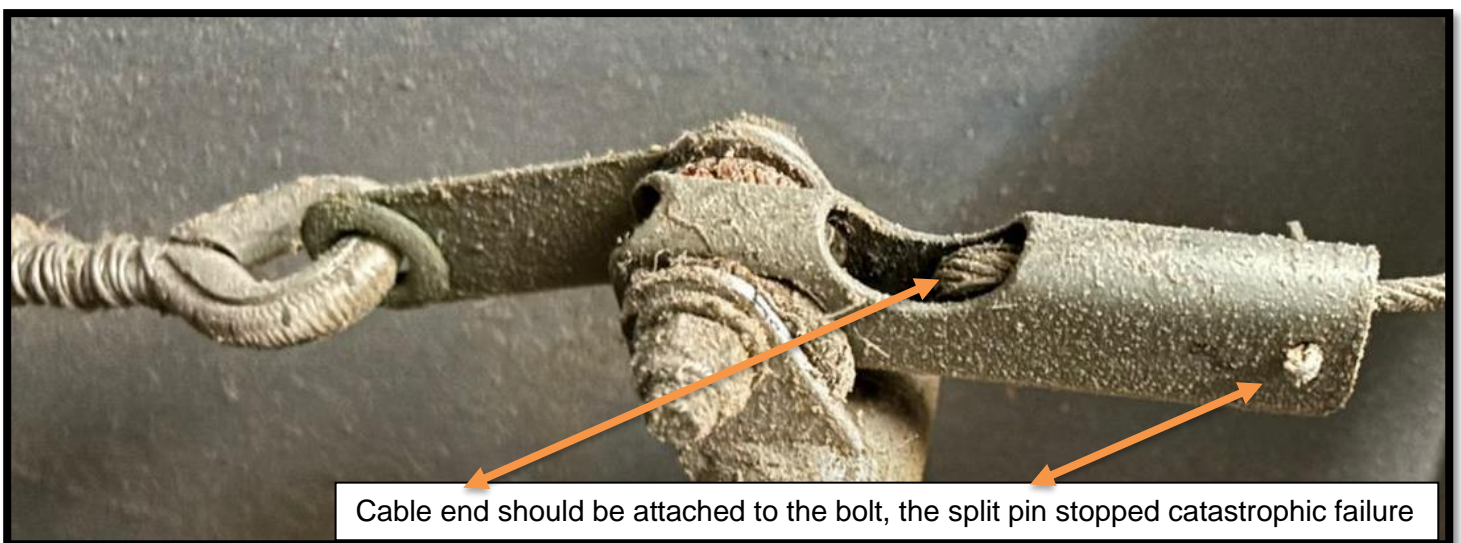
We have 2 reports of inflight failures of the actual engine. CS 22 (the EASA design code for sailplanes) only requires 1 engine to do 50 hours of total running (of which very little is inflight) to become EASA approved. These engines are very unlikely to ever get near their TBO, not because they are not good engines, but due to the huge vibrations and precession loads they suffer in flight (for which they have almost no inflight testing) compared to being on a bench test. Cracks of exhausts, brackets, propellers, pylons, cables are all common findings on daily and annual inspection. Ignition systems also suffer from failures caused by vibration. With more and more gliders now using this engine, we are now having the occasional actual engine failure. The piston ring failure in the image below engine had only ever flown 1h 47 mins and was less than 2 years old.



## 18 Standards for annual maintenance inspection

Advisory

Look at the image below. Apart from being filthy can you see what's wrong? The righthand cable inside the tube was never put into the bolt on the left. This is not the first time we have ever seen this legacy error.

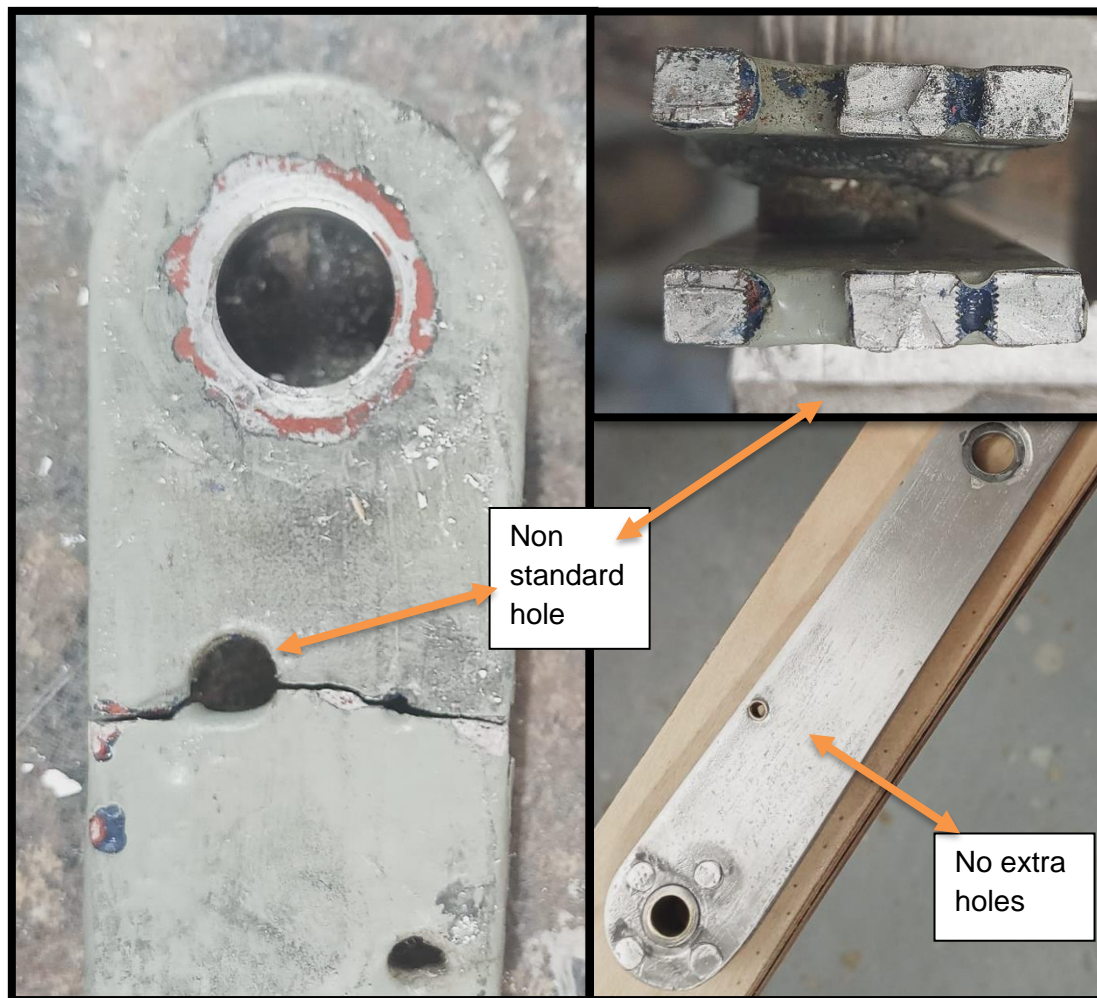




## 19 K8 Airbrake handle snapped due to nonstandard extra hole drilled in it

Advisory

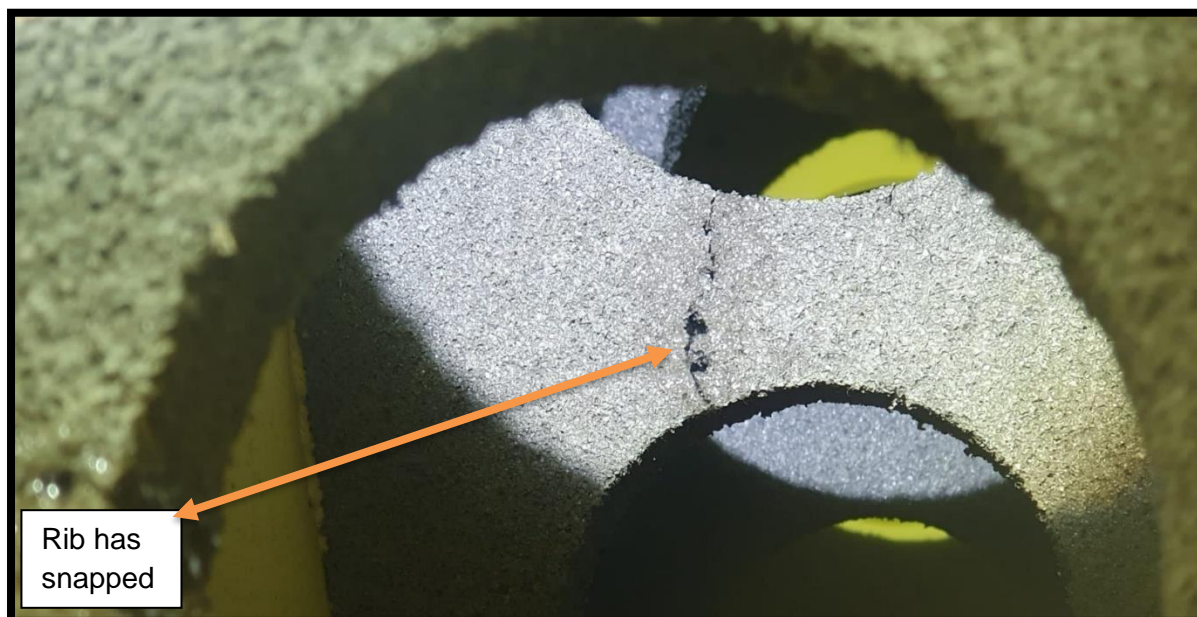
The non-standard extra hole was a factor in the fatigue failure of the handle. The good news is that there are enough K8s parked up that spares are still plentiful.



## 20 Pilatus B4 broken rib

Advisory

The Pilatus is not an all-metal glider. It relies on foam ribs that are bonded into place to add stiffness. Every annual **must** include inspection of the accessible ribs. The repair scheme was inject resin in it to bond back together.



The Eagle was stored for 30 years in a barn. The wood and glue were fine, but the aluminium was not. The Capstan was stored for a much shorter period, and with some TLC can still be saved. See link to video below of the T42 Eagle spar damage. [Slingsby Eagle corrosion after 30 years plus of barn storage](#)





## 21 C of A status?

Advisory

The CAA registration department does periodic checks to ensure that they know the status (insurance etc) of registered aircraft. If they do not get a response, after many attempts they revoke C of A. Because the CAA cannot contact you to tell you this means the owner might be flying totally illegally. So, you **MUST** check with the CAA website the C of A status at every ARC/Annual. The issue a new C of A is full transition and CAA survey! Please remind owners that if their contact details change, contact the CAA registrations department and update asap.

## 22 BGA inspector ARC/NARC and refresher courses dates below

Advisory

5-yearly inspector refresher courses are mandatory. The human factors part is completed on zoom, usually during evenings close to the refresher course. You will be contacted separately to book the human factors session. Book the refresher course via the BGA website [https://members.glidering.co.uk/events/?event\\_category=4894](https://members.glidering.co.uk/events/?event_category=4894)

ARC/NARC 27th September 2025 Course via zoom

Inspector Initial Issue & Refresher Seminar Friday 3rd October 2025- via zoom

Inspector Initial Issue & Refresher Seminar Saturday 4th October 2025- via zoom

Inspector Initial Issue & Refresher Seminar Friday 10th October 2025- via zoom

Inspector Initial Issue & Refresher Seminar Saturday 11th October 2025- via zoom

Pilot Owners Maintenance Course (not for inspectors) via zoom on Friday 17th October 2025

## 23 Part 66 L license renewal

Advisory

You may have received an email from the CAA inviting you to renew your license (this assumes your contact details have not changed!). You cannot renew your license until you are in the 60-day window. Look at your license for the relevant date. You will be emailed in the coming weeks with further renewal advice.

### 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 4, Amendment 2021/01 date 25 June 2021

State of Design Airworthiness Directives: review date 27/06/25

CAA Airworthiness Directives reviewed 27/06/25

### For reference:

FAA Summary of Airworthiness Directives: Small Aircraft, Biweekly 2025-12, 06/02/2025-06/15/2025

EASA Airworthiness Directives: review date 27/06/2027

EASA Airworthiness Directives: bi-weekly issue 13 2025-06-09 to 2025-06-22

CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary: issue 287

### Maintenance Programme:

CAA CAP 411/LAMS/A/1999: Issue 2, amendment 0, edition 5 (for none Part21 motor gliders/tugs only)

BGA GMP: Issue 1, amendment 2 (for non-Part 21 gliders only)

BGA SDMP 267 (for EASA sailplanes and powered sailplanes only) updated 30/07/2021 Part ML AMC

**Gordon MacDonald**

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