

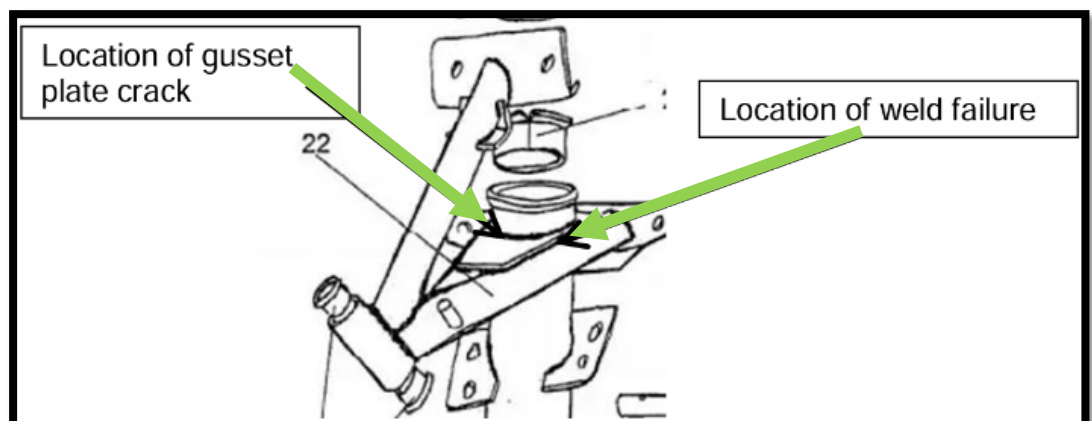
CAA and EASA Airworthiness Directives (ADs) all owners notified.

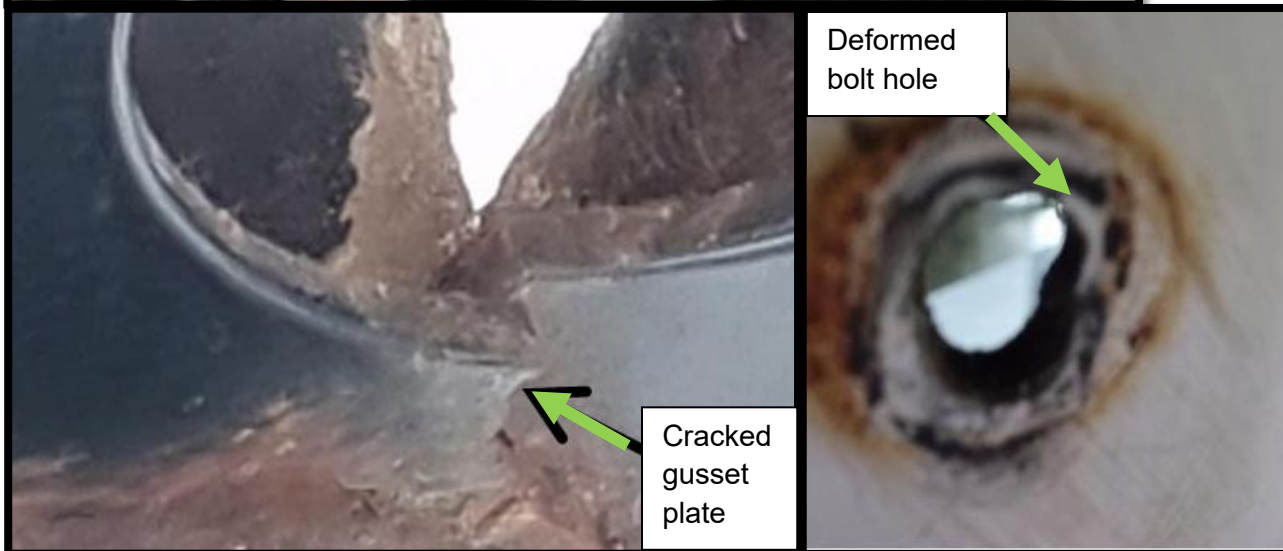
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|--|---------------------------------|-------------------------|
| <p>1 Diamond H36/HK36 jettison system
 https://ad.easa.europa.eu/ad/2026-0006
 Inspection of canopy jettison system.</p> | <p>EASA AD 2026-0006</p> | <p>Mandatory</p> |
| <p>2 DG100,200,300,400 and 600 stick bearings
 https://ad.easa.europa.eu/ad/2026-0009
 Control column pivoting bearing inspection and possible replacement.</p> | <p>EASA AD 2026-0009</p> | <p>Mandatory</p> |
| <p>3 Lycoming reciprocating engines
 https://ad.easa.europa.eu/ad/US-2026-04-11
 Connecting rod bushing inspections</p> | <p>US-2026-04-11</p> | <p>Mandatory</p> |
| <p>4 ALLSTAR SZD-54 Perkoz airbrake torsion rod inspection
 https://ad.easa.europa.eu/ad/2026-0086
 This Perkoz airbrake torsion rod inspection has been a long time coming and frustratingly is not a terminating action. Expect a new EASA AD when EASA have approved the terminating actions.</p> | <p>EASA AD 2026-0086</p> | <p>Mandatory</p> |
| <p>5 Grob 109 Fuel selector inspection/replacement
 https://ad.easa.europa.eu/ad/26-057
 This proposed Airworthiness Directive will very likely become an Airworthiness Directive shortly.</p> | <p>EASA PAD 26-057</p> | <p>Mandatory</p> |

Safety Information

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| <p>06 Parachute repacking
 https://ad.easa.europa.eu/ad/SN-2026-006
 This a CAA and EASA Safety Information Bulletin (SIB) about parachute repacking. Note that a parachute is personal equipment and most parachutes are not subject to CAA regulation.</p> | <p>SN-2026-006</p> | <p>Advisory</p> |
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| <p>07 HK36R Super Dimona tailwheel weld failure
 Reported by Matt Stickland. During the annual inspection the tailwheel steering tube pedestal was found to have broken. The weld on the starboard side of the gusset plate had failed and the gusset plate at the top of the pedestal tube had also failed. Failure was probably caused by one or more heavy landings on the tailwheel causing the lower fuselage onto which the pedestal was attached to flex. This movement would create high loads on the gusset plate weld which, having failed, would lead to failure of the gusset plate. Deformation of the lower fuselage boltholes was also evident and also probably caused by heavy tail first landings.</p> | <p>Advisory</p> |
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07 Bonding with glues and resins

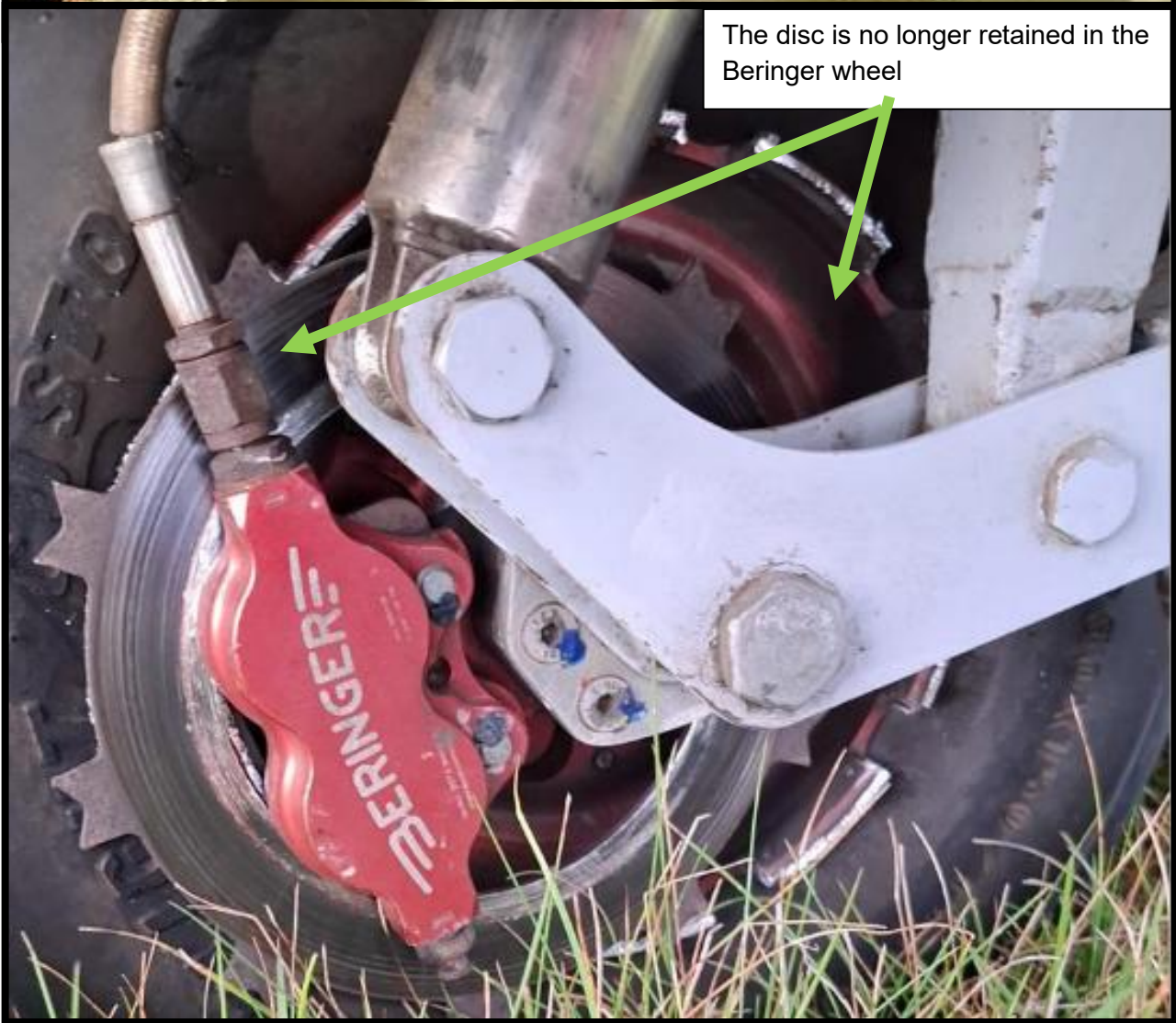
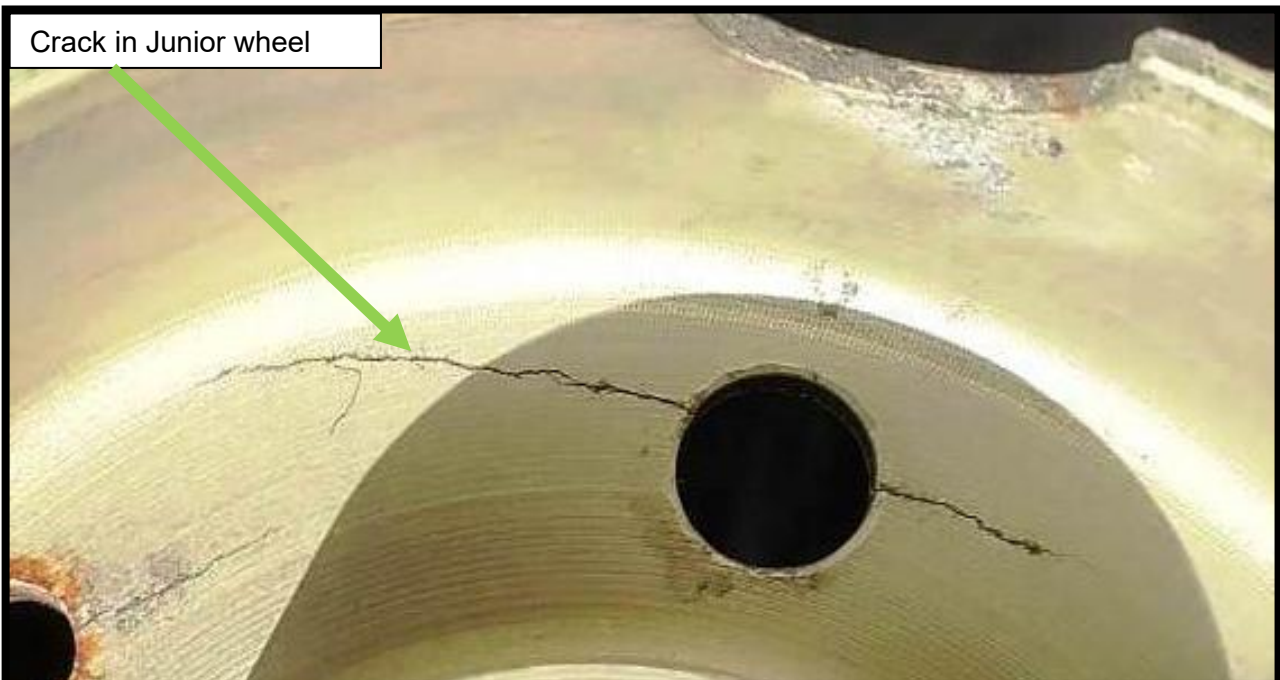
Advisory

https://youtu.be/YA1ME6kN2gl?si=UEAS1h_wgUgmihMh

Whether you are bonding wood, Perspex, Glass/Carbon/Kevlar Fibres or metal there are many dos and don'ts. I have seen many bonding failures over the years. Some are unavoidable due to impact damage or overstress. The above video while not the bible of bonding, it examines some of the issues of bonding, As always, following the type certificate holder instructions (which are often non-existent).

Common mistakes I have seen include not removing the protective lacquer on plywood, and using too fine a grit sandpaper that effectively polish the surface rather than keying it up. On wood repairs not using enough pressure during the bond, not ensuring the pre prepared patch is not contaminated by polish or dust, too low a temperature during the bond, too high humidity, no post curing (typically 54 degrees C), resins not thoroughly mixed, fillers added that reduce the bond strength and infinite other ways of getting it wrong.

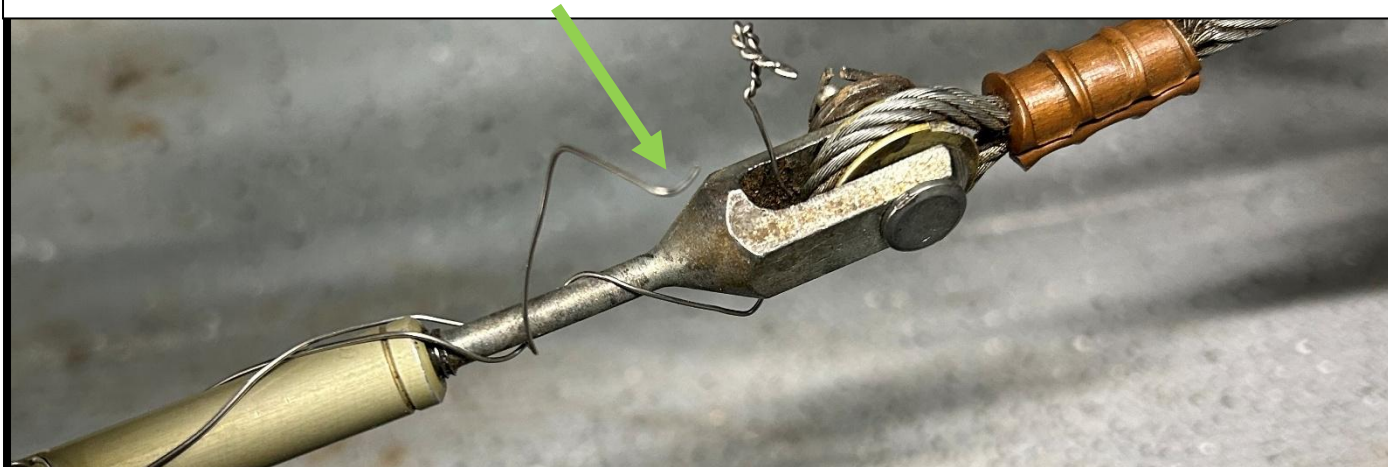
We have had a spate of wheel issues on Tost, Polish and Beringer. Wheels, spacers (and their bearings) often get overlooked on maintenance and after heavy landings. Beringer wheels add level of complexity that you must be familiar with before working on them.



These 3 pictures have all been taken in recent months. The older and more difficult to get to the cables are, the more likely they overdue a good look at. Locking wire does not last forever and turnbuckles have been known to corrode and fail due to fatigue. Only use good quality locking wire.

Schleicher in some of their 3000 hour check schedules on ASK21 suggest changing the release cables from galvanised to stainless steel. When this has been done they all appear to fail well before 1500 hours. I recommend you use galvanised.

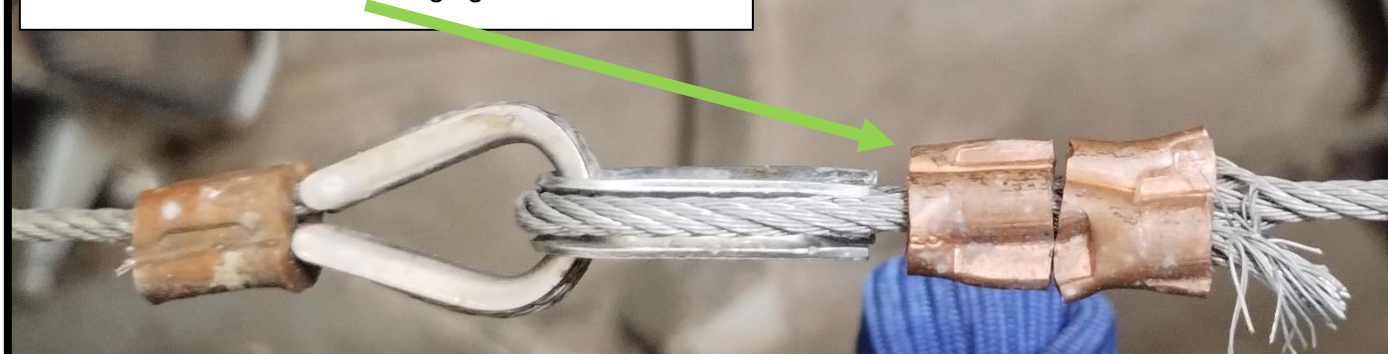
Found in Junior. The locking wire is too thin. It was not stiff enough and allowed the turnbuckle to rotate.



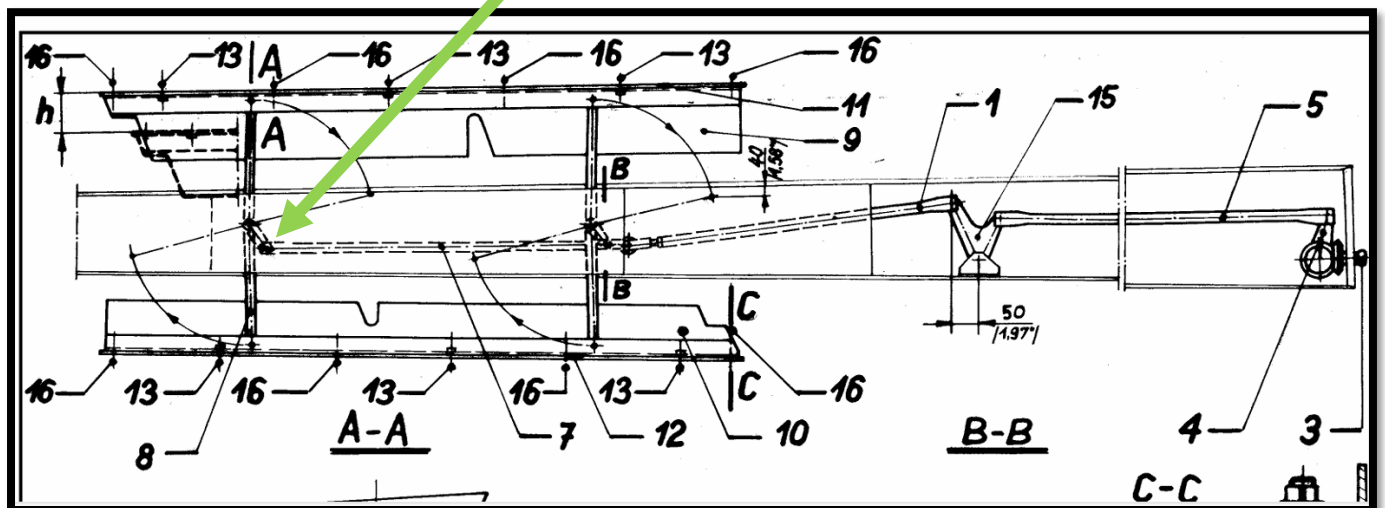
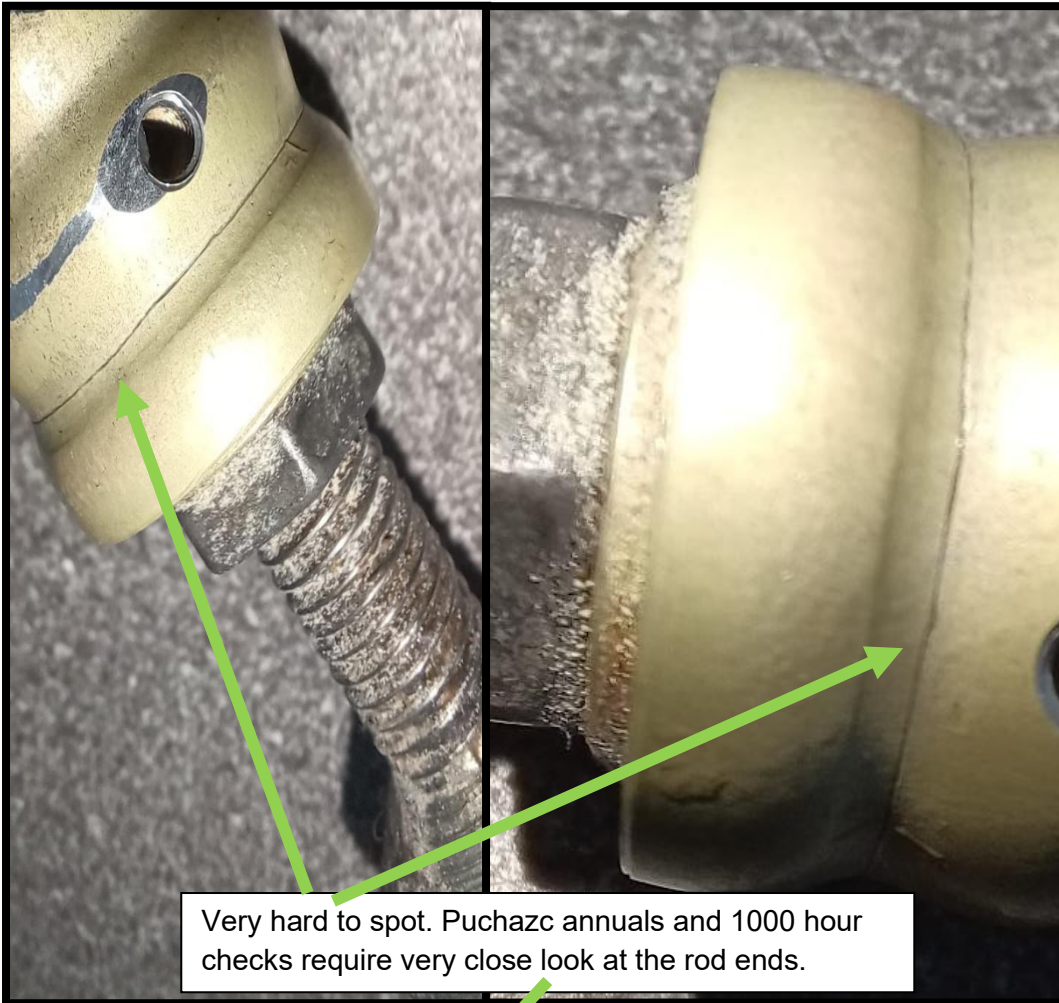
K21 rear cockpit release cable. Some k21 can fly 600 hours year between annuals. On highly utilised gliders this not enough to ensure they are reliable.



Found in Pirat. The worst swaging I have ever seen



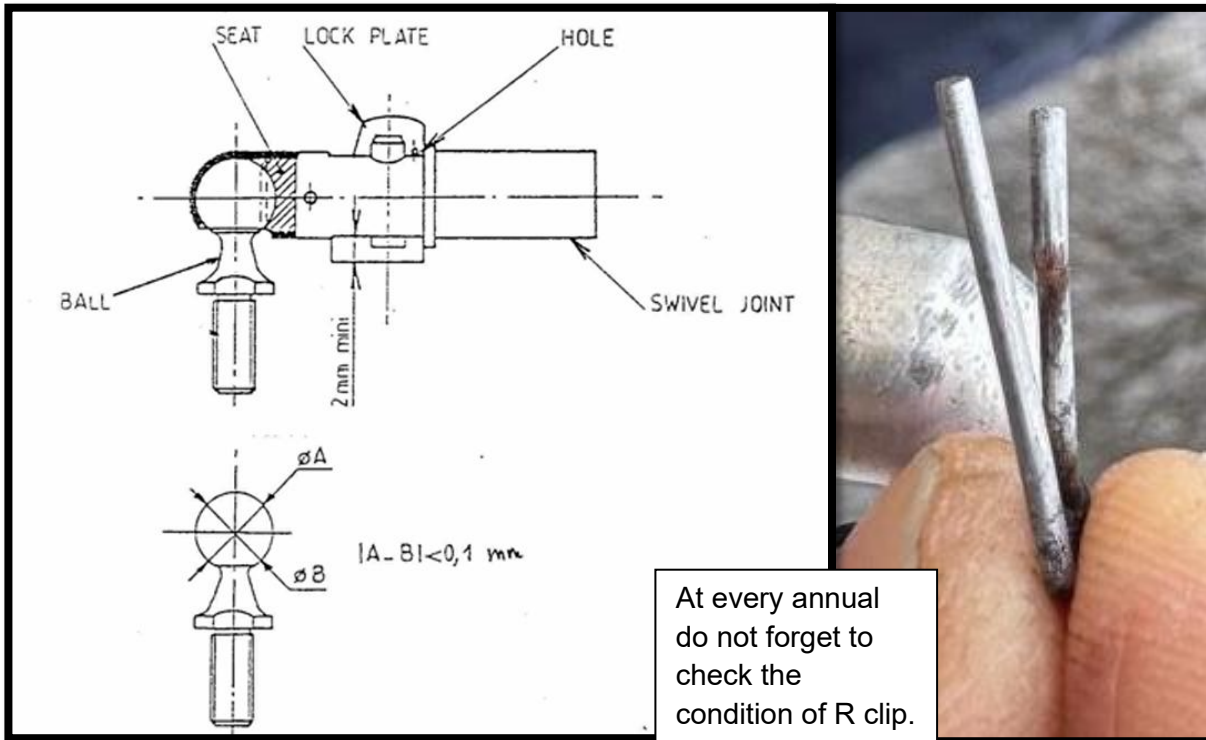
Puchazc airbrake box control rod which connects between the two airbrake arms. See drawing below of airbrake connecting rod. The swaged end fitting shows a crack. It's worth a good check of other push rod ends which use this type of pressed/ swage fittings on Puchazc and other types.



10 L'Hotelier fitting R clips

Mandatory

Several TC holders only publish the first part of the L'Hotelier AD to check the sphericity of the L'Hotelier balls. But there is lesser published 2nd part is useful assessing wear and tear of ensuring the lower part. See diagram below. But



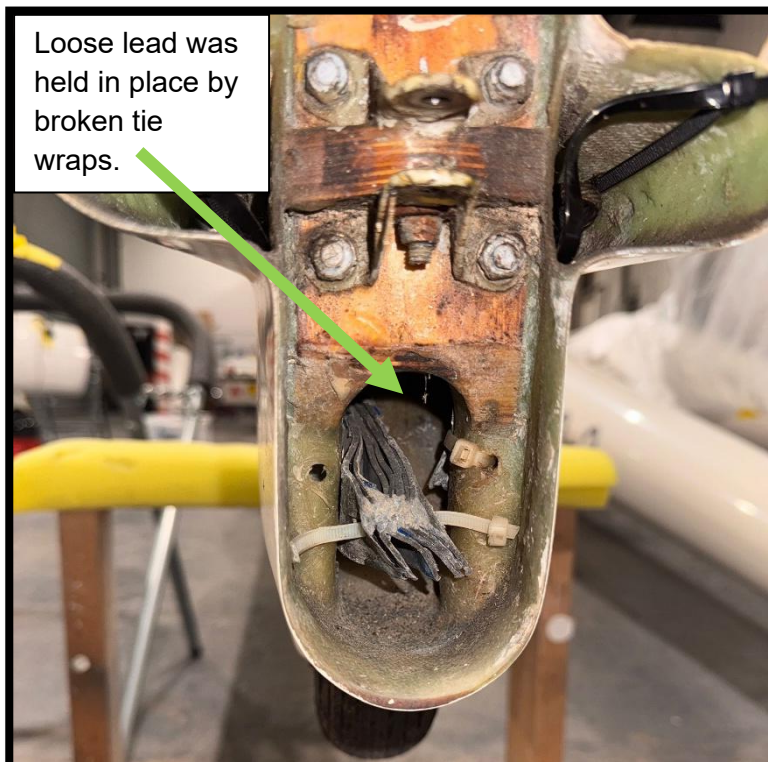
11 ASH25 FLAP PLAY (applies to most gliders)

Advisory

How to find where the play in control systems is not documented in any manual. It often requires to people. See video <https://www.youtube.com/watch?v=0o-Sre4SB1Y>

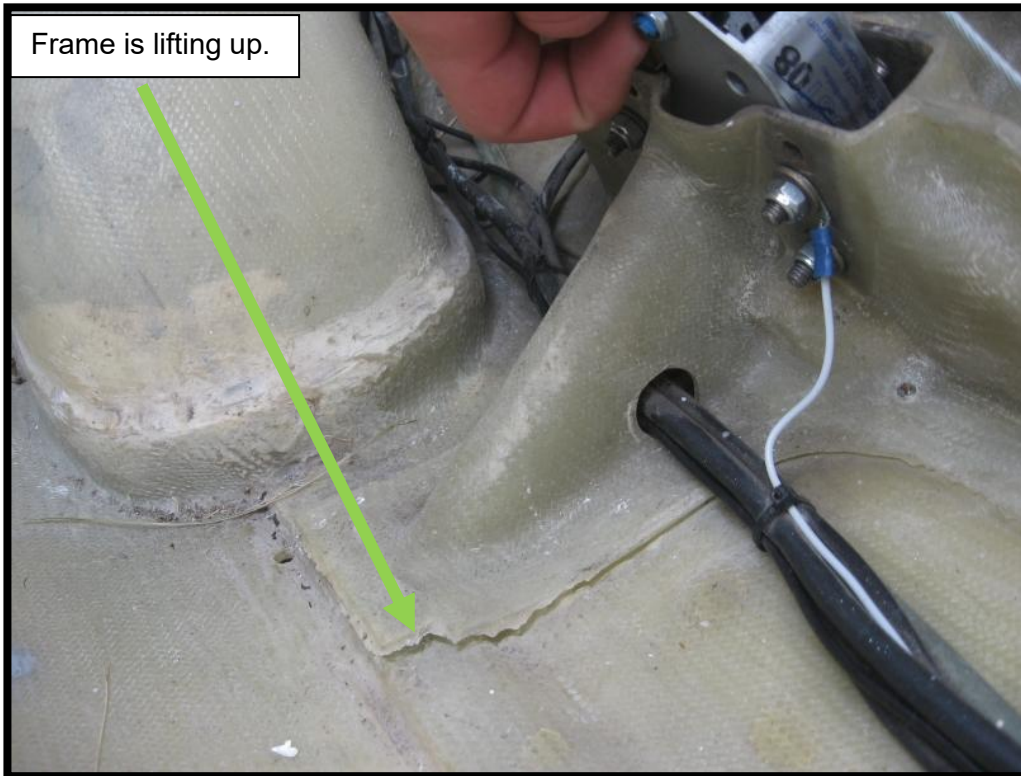
12 ASW20 loose lead weights in the fin (reported by Navboys)

Advisory



13 Junior broken winch hook frame Reported by Eric Munk
See image, it would be so easy to miss this damage.

Advisory



14 Weighing Gliders

Advisory

When working out maximum cockpit loads. The maximum cockpit load is usually the lowest of 3 sums. Maximum forward C of G, max dry weight minus empty weight or maximum non lifting component weight. When making placards, ensure you check and use the lowest option. If you find the wrong number was entered previously, correct it.

15 BGA Technical Committee Change of Chairman and non-Part 21 glider mods

Advisory

Howard Torode, after many years, has retired from the role as chairman (but remains on the committee). Tim MacFadyen has become the chairman. The BGA technical committee has many roles. Its biggest role is the design authority for many non-Part 21 gliders. If you need or want to modify a non-Part 21 glider (for instance fitting a hand control to a Skylark), the BGA inspector can design the modification and submit it to the BGA Technical Committee for approval.

16 How to do specific jobs when there are no TC holder instructions.

Advisory.

A lot of jobs like changing Schempp-Hirth wing spigots, replacing Schleicher spar spigots, changing bonded in hinges and many other relatively simple and quick jobs have no actual TC holder instructions. And trying to get the instructions is not easy. The plan is to document these jobs and share the information.

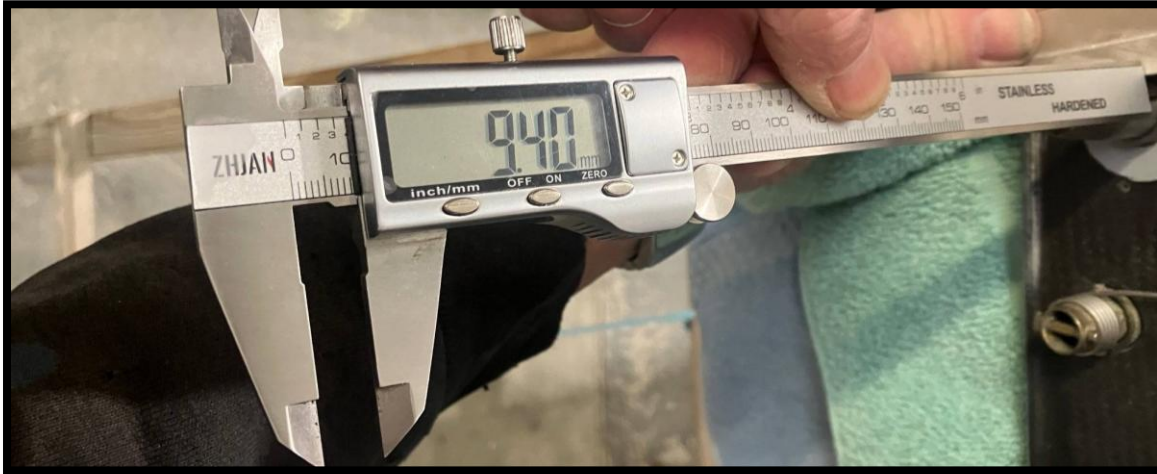
One of our inspectors documented how he changed a wing spigot in a Ventus 2.

17 Replacement of wing root spigots in Ventus 2CT (or other Schempp-Hirth gliders) by Nick Norman

Everything you do to the glider is at your own risk!

Later Schempp-Hirth gliders seem more prone to wearing the spigot at the point it sits in the fuselage bearing, often on the bottom surface. It is not too daunting to replace them provided you use some heat and a LOT of brute force!

First step is to measure in some repeatable way, the protrusion of the spigot shims.



Then remove and store the shims, using eg a chisel to separate them. There may be 2 or more.



You can see in the above picture that there is some thickened resin sitting on top of the carbon cloth around the spigot top hat. It is advisable to carefully grind out a very small channel around the top hat using a dremel etc to ensure that there is no resin overlapping. Don't go deep enough to cut into the cloth.

The old spigot is screwed into a male thread within the wing, but also bedded in resin over quite a wide surface area of the "top hat" part. The technique for removing the old spigot is to heat it to around 60C to soften the resin, and then apply a lot of unscrewing force with Stilsons, preferably 24" but at least 18". On the longer spigot you can use 2 pairs of stilsons 180 deg apart (2 people needed, plus at least one to stabilise the wing). You need a lot of force so be careful to protect the underside of the wing, ensure the trestle spreads the load and position it under the root rib. I used

a heatproof mat (used for welding etc) to protect the root rib from the heat gun.



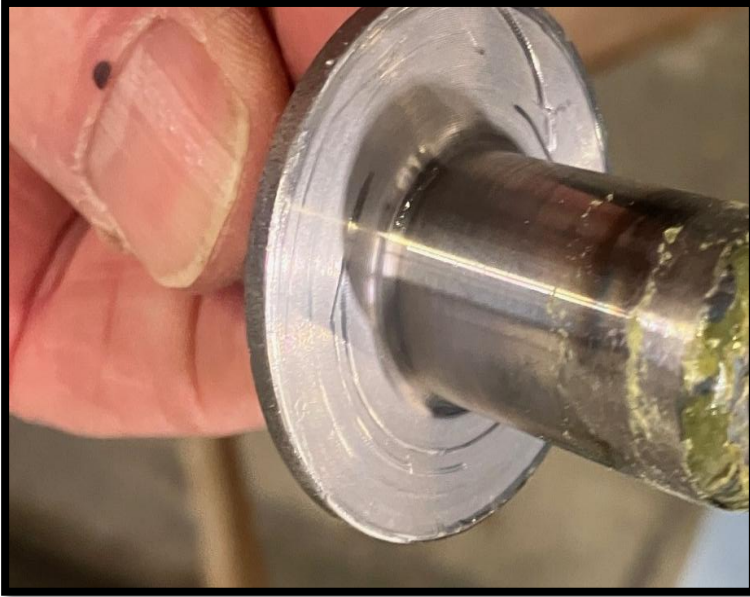
Then I heated it with a hot air gun. The aim is around 60C or perhaps a little more since the thermal conductivity between the spigot and the top hat didn't seem to be great. Preferably use an infra-red thermometer to check the temperature, but 60C is too hot to touch but doesn't burn skin immediately!

You then need to get out the large stilsons and have some assistance to hold the wing steady. Get the stilsons to grip the spigot well – don't worry about gouging it, you will and this is a one way process (no going back!). New stilsons have sharp teeth that grip well, old ones may be blunt and won't grip well. Not expensive from Screwfix etc.



Hooray, it's coming out!

It can be helpful to put an alignment pen mark on the edge of the top hat so that you can be certain whether it has rotated or not. Obviously you need to take care not to damage anything on the wing.

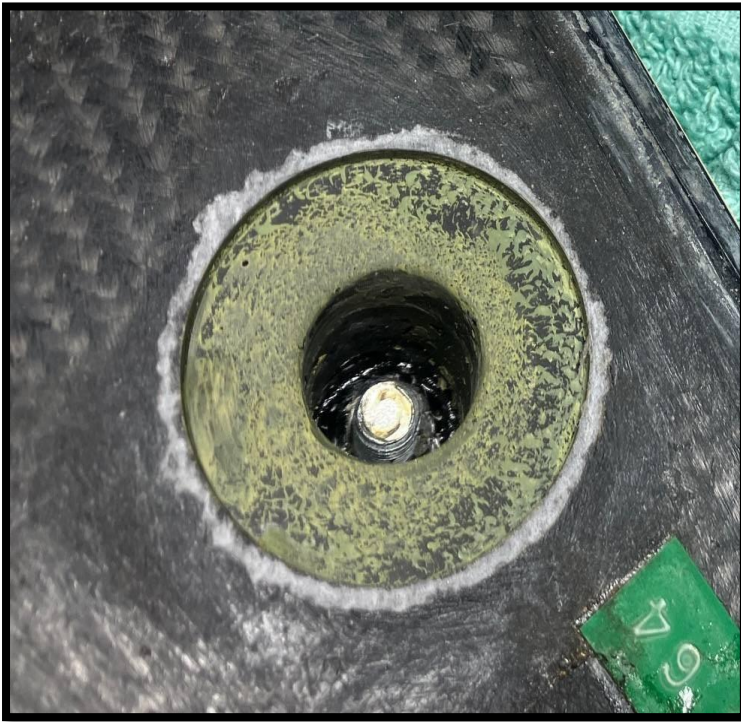


Then apply more force than you think is reasonable, in a jerking way, until it starts to undo with a click and a squeak. Continue to wind it all the way out. It will be quite stiff. At some point it will come to the end of the thread and just be rotating so get someone to put some lever behind the top hat to encourage it out as you continue to rotate.



Now you need to clean off all the old resin in the hole. It is fairly easy to see what is the bedding resin and what is the structure, the former is a greenish yellow, the latter is black. I used a dremel carefully, and an airline to blow out the dust. If using sandpaper make sure you get rid of all abrasive material at the end.

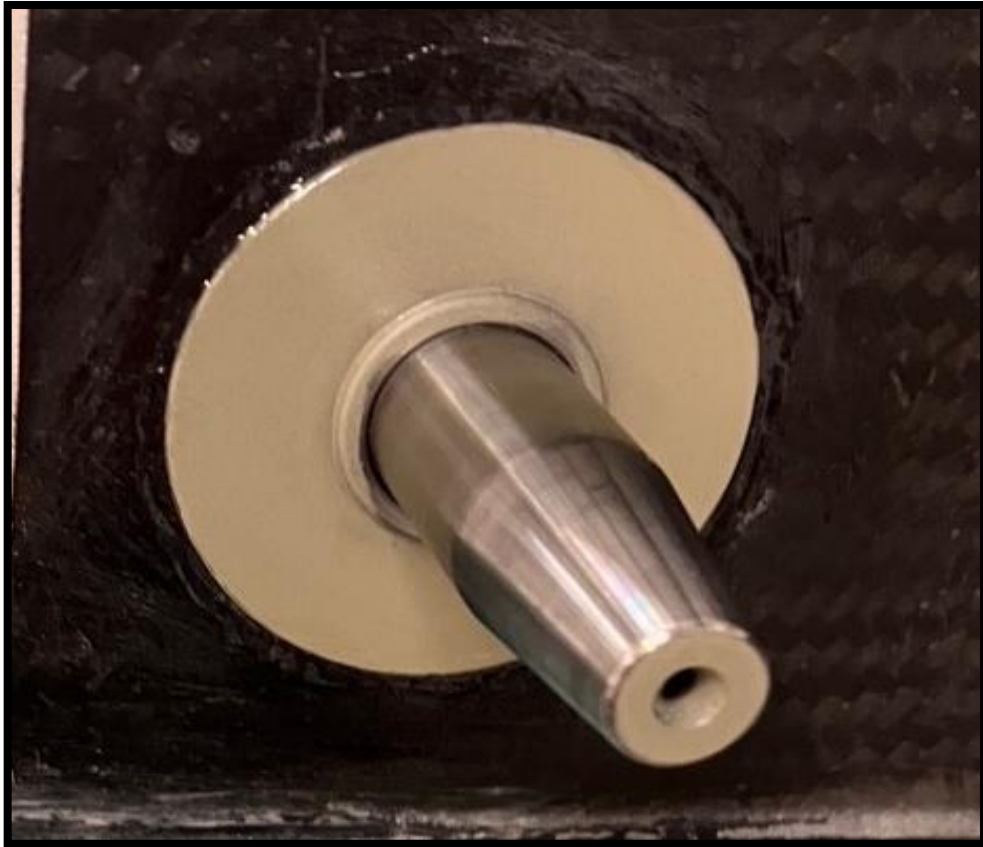
Take care to get right into the corner of the outer flange recess. Offer up the new spigot and ensure you can screw it right in until it bottoms out. Remember, you can use stilsons on the way out, but not on the way in with the new one! I did find that gardening gloves with the slightly sticky rubber palms were good for gripping the new one.



Now mix up some resin + Aerosil as usual. Clean everything with acetone etc (top hats are painted and acetone will take the paint off, so avoid doing that!) I coated both surfaces with a moderate amount of resin – not so much as you get hydraulic lock when doing it up, but not so little there are too many voids. It should tighten down (by hand) to be more or less flush, or in any case at the same depth as originally.

Having wiped off the excess resin that oozed out and made sure the small channel you ground out is filled, put the old shims back on and check the protrusion distance using the same method as at the start. The dimensions should be pretty much the same. If it is protruding further, perhaps you haven't screwed the new spigot fully home?

Cure as normal, plus post-curing according to the aircraft type. Probably the spigot wore because there was play, so once fully cured rig it and see if more shims need to be added.



All done! Apart from the paperwork!

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 5, Amendment 2021/01 date 26th September 2025

State of Design Airworthiness Directives: review date 14/05/26

CAA Airworthiness Directives reviewed 14/05/26

For reference:

FAA Summary of Airworthiness Directives: Small Aircraft, Biweekly 2026-09, 04/20/2026-05/03/2026

EASA Airworthiness Directives: review date 05/05/2026

EASA Airworthiness Directives: bi-weekly issue 10 2026-04-27 to 2026-05-10

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
Chief Technical Officer