

Airworthiness Directive Schedule

Gliders

Gliders General

25 February 2010

The date above indicates the amendment date of this schedule.

New or amended ADs are shown with an asterisk *

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DCA/GLIDER/1C Control Cables - Inspection

Applicability: All control cables, which pass over pulleys 50 mm (2 inches) diameter or less, or through "S" tube cable guides at the rudder pedals.

Requirement: All cables - Reverse bend test and inspect for wear, fraying and broken strands.
For rudder control cables - Confirm that there is at least a 12mm clearance between the adjustment mechanism (i.e. "S" tube cable guides or pulleys) and the cable swaged end fitting when the pedals are positioned in the most forward position.
 Cables found defective shall be renewed, before further flight.

Compliance: At intervals not to exceed 12 months.

Effective Date: DCA/GLIDER/1A - 28 August 1992
 DCA/GLIDER/1B - 19 November 1999
 DCA/GLIDER/1C - 27 July 2006

DCA/GLIDER/2 Cancelled - Purpose fulfilled**DCA/GLIDER/3A Cancelled - Purpose fulfilled****DCA/GLIDER/4 Tost Tow Couplings - Modification**

Applicability: All gliders fitted with Tost Universal 53 centre of gravity type tow couplings.

Requirement: All Tost Universal 53 tow couplings P/N 2000 shall be replaced by Tost Universal Kombi 54 couplings P/N 3000 or be modified to Kombi 54 standard per Tost Modification 2/65

Compliance: Before next Aero tow

Effective Date: 31 August 1971

DCA/GLIDER/5 Cancelled - Purpose fulfilled**DCA/GLIDER/6 Cancelled - Purpose fulfilled****DCA/GLIDER/7A Flight Control Cables - Replacement**

Applicability: All gliders having cables with non-metallic core

Requirement: Because cables with a non-metallic core have proved unsatisfactory in service, replacement is required. Replacement cables shall be flexible carbon steel (galvanised) type to specification Mil-W-1511 or approved equivalent and shall be of appropriate diameter and breaking strength

Compliance: By 31 July 1978

Effective Date: DCA/GLIDER/7 - 10 March 1975
 DCA/GLIDER/7A - 31 January 1977

*** DCA/GLIDER/8C L'Hotellier Joints – Inspection and Modification**

Applicability: All gliders and powered gliders fitted with L'Hotellier ball and socket connectors with lock plates, and

All gliders and powered gliders fitted with L'Hotellier ball and socket connectors with locking cams.

Note: This AD revised to introduce a repetitive inspection of the locking sleeves in accordance with the two referenced LBA ADs.

Requirement: Inspect and modify the L'Hotellier quick release attachments per:

1. LBA AD 1993-001/3 for swivel joints with locking plates.
2. LBA AD 1994-001/2 for swivel joints with locking cams.

Compliance: 1. Inspect and modify by 25 March 2010 unless previously accomplished and thereafter inspect the Uerlings type sleeves at every annual inspection per the instructions in LBA AD 1993-001/3.

2. Inspect and modify by 25 March 2010 unless previously accomplished and thereafter inspect the Uerlings type sleeves at every annual inspection per the instructions in LBA AD 1994-001/2.

(LBA AD 1993-001/3 and 1994-001/2 refer)

Effective Date: DCA/GLIDER/8A - 27 September 1996
DCA/GLIDER/8B - 28 August 1998
DCA/GLIDER/8C - 25 February 2010

DCA/GLIDER/9A Cancelled – Purpose Fulfilled

DCA/GLIDER/10 SOLO 2 625 Slip Clutches – Inspection and Overhaul

Applicability: Solo model 2 625 01 and 2 625 02 engines equipped with optional slip-clutch sets, P/N 29 00 202.

These engines are known to be installed on, but not limited to, powered sailplanes of the following types:

Schempp-Hirth Ventus-2cM, Nimbus-4DM, Nimbus-4M and Binder Flugmotorenbau ASH 25 EB 28

Requirement: To prevent loss of drive between the engine and the propeller, which may result in a forced landing, damage and possible injury, accomplish the following in accordance with SOLO Service Bulletin 4600-2-2 Issue 2:

1. a. Remove the cover plate of the slip-clutch.
- b. Measure the wear of the friction pads (see picture 1 of SB). New part dimension is 8.5 mm, the wear limit is 6.5 mm.
- c. Check the wear of the clutch shoes on the contact surface to the hub (picture 2, dimension "a" of the referenced SB). The wear limit is 1 mm.
- d. Assemble the clutch with a new cover plate P/N 2042888.
- e. Any parts found to be outside the limit must be replaced.

The check described above should be conducted without changing the cover plate.

2. In addition to the check described above the free play of the clutch drum on the hub has to be measured. With the tooth belt released the play has to be measured in axial direction on the starter gear. Wear limit is 0.6 mm. If the play exceeds the limit, before next flight, the slip clutch has to be sent to the manufacturer for overhaul. (see picture 1 of the referenced SB, dimension "T").

3. Remove the slip-clutch from the engine and send it to the manufacturer for overhaul.

(EASA AD 2007-0001R1-E refers)

Compliance:

1. At intervals not to exceed 12.5 engine operating hours.
2. At intervals not to exceed 25 engine operating hours.
3. At intervals not to exceed 50 engine operating hours.

Effective Date: 25 January 2007