TECHNICAL NEWS SHEET

TNS issue 2-2026 30Th September 2026

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

1 Grob 109a/b Fuel shut off valve inspection/replacement EASA AD 2026-0112 Mandatory

https://ad.easa.europa.eu/ad/2026-0112

Inspect and replacement of fuel shut off valve

2 Rotax Engine Propellor gearbox inspection EASA AD 2026-0121-e Mandatory

https://ad.easa.europa.eu/ad/2026-0121-E

Inspect 912/914 engine/gearbox

3 SZD54 Perkoz Airbrake Control torsion tub Proposed EASA AD 2026-095 Information

https://ad.easa.europa.eu/ad/26-095

Proposed Airworthiness Directive. These usually become full Airworthiness Directives within a month or 2 of publication. We inform you, so you can order the required spare parts before it becomes mandatory.

4 DG500 and 800 fuel Line replacement Proposed EASA AD 2026-117 Information

https://ad.easa.europa.eu/ad/26-117

Proposed airworthiness Directive. These usually become full Airworthiness Directives within a month or two of publication. We inform you, so you can order the required spare parts before it becomes mandatory.

Safety Information

5 SZD 50-3 Puchazc undercarriage Bungees SIB 2026-10 Information

https://ad.easa.europa.eu/ad/2026-10

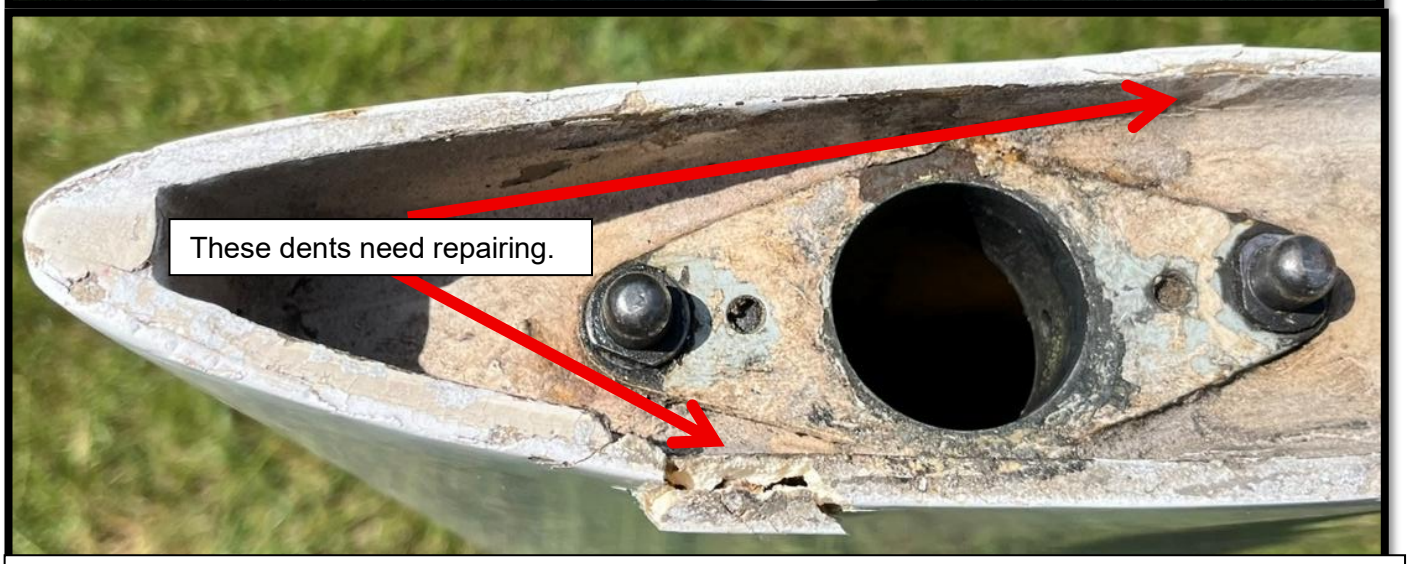
This is an EASA Safety Information Bulletin. EASA states that the safety concern described in this SIB is not considered to be an unsafe condition that would warrant any Airworthiness Directive (AD). The original Polish designed and made undercarriage bungees have not been in production for years. With type Certificate holder approval, alternative FAA approved bungees were used (I believe are similar to the Piper cub). It appears the methodology of this this approval was recently deemed insufficient by the Polish CAA. We had the exact same issues a while ago with Bocian 1e FAA approved Bungees (approved by SZD Jezow) having to revisit the approval with an EASA approved modification to approve the use of the FAA approved bungees. I am informed Allstar are working to get a similar EASA approved modification approved for the Puchazc very soon. It should be noted that Bungees are made of rubber which will perish with age, so inspections and life limits are required. In the Puchazc life extension program, **Allstar suggest 130mm minimum distance from the centre of the mainwheel axle to the fuselage undercarriage cut out, with the glider sat on the underage with no pilots in it. If it's less than this, the bungees are stretching too far and should be replaced**.

06 ASW15 tailplane mis rig damage Advisory

A recent ASW15 accident caused by the tailplane being mis-rigged, included indications of repeated mis-rigging, i.e. there were dents in the tailplane root skins. The tailplane can only be mis-rigged if the rigger forcibly slides it on not lined up with fuselage mounted fittings, which puts dents in the root skins. If the skins were previously dented, there is a greater risk of tailplanes being rigged in the wrong position. See images below. If you see these dents, repair them and teach the owners how to rig the tailplane without damaging it.

Tailplane rigged and looks normal. But the leading edge is many degrees too high compared to normal. Upon take-off, this forced the nose down.





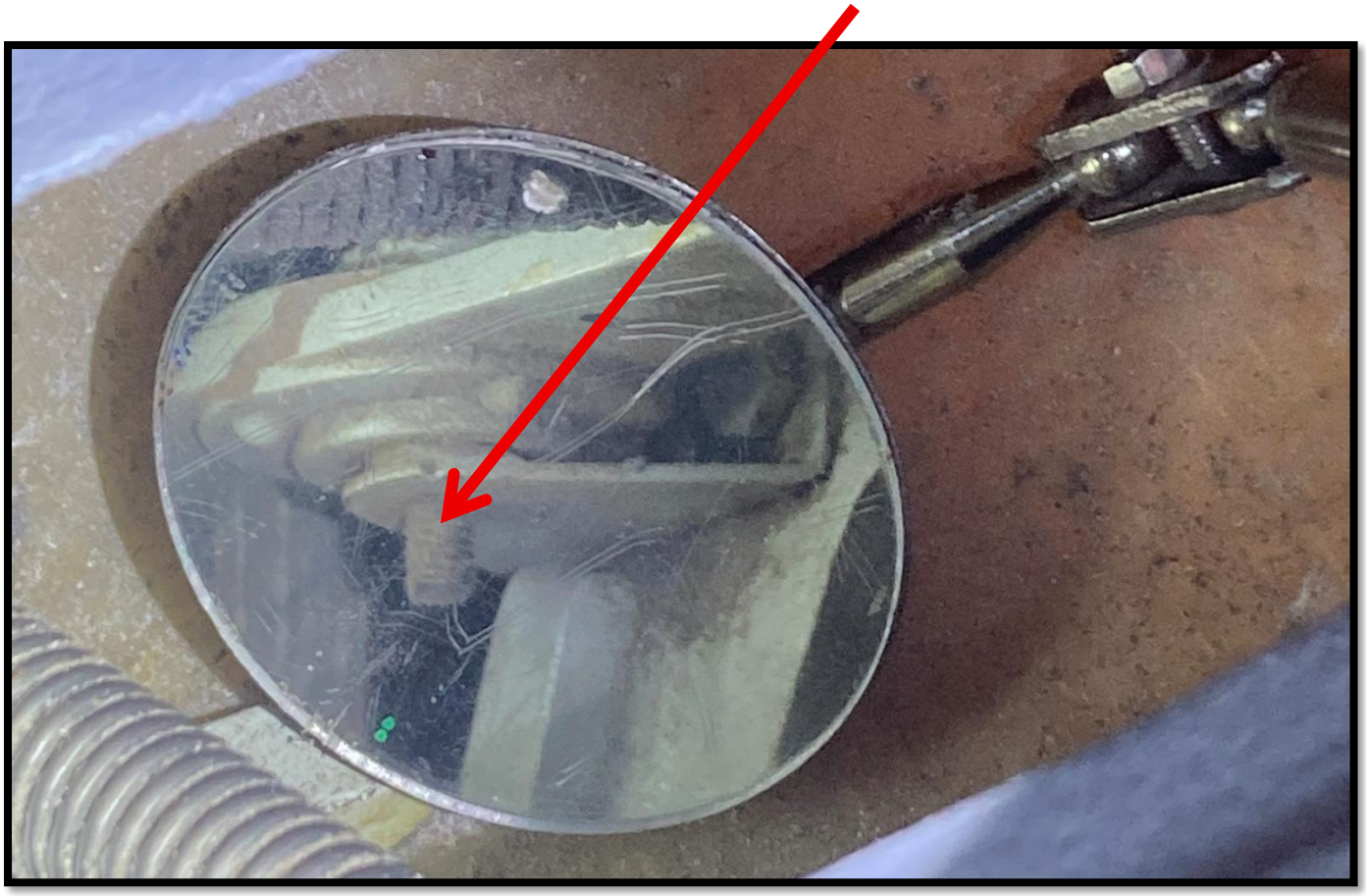
This tailplane has been dented by repeatedly attempted to rig in the wrong position wrong position, as per the incident glider. But the tailplane cannot be pushed fully on in the wrong position unless the pilot uses considerable force.



This is anotherASW15B with tailplane in the same wrong position as the incident glider. This picture shows the problem much more clearly. But the tailplane cannot be pushed fully on in the wrong position unless the pilot uses considerable force that breaks or dents the balsa wood skin.

07 ASW15 legacy missing nut control under non removable seat (applies to most gliders) Advisory

The ASW15 seat is not removeable but taking the time and effort to put a camera or mirrors into the lesser inspected areas is essential during annuals. This nut has been missing for years.



08 Grob 109a Limbach engine crankshaft failed on take-off (can apply to any engine) Advisory

This Limbach overhauled engine was fitted 3 years ago with a new propellor. Early in the take-off run the prop shaft broke, with propellor not attached, caused an immediate over speed of the engine. We do not know the exact cause and might never know, but it's likely at some point in the prop shafts life (perhaps pre overhaul?) it was overstressed and eventually it broke in the worse possible way. Prop shaft inspections (with non-destructive testing) can be justified due to prop strike, heavy landing, over revving and even a propellor blade being broken in a hanger while ground handling.



This the propeller side of the failure



This the engine side of the failure



09 Slingsby T31 Foreign object found in wing **Advisory**

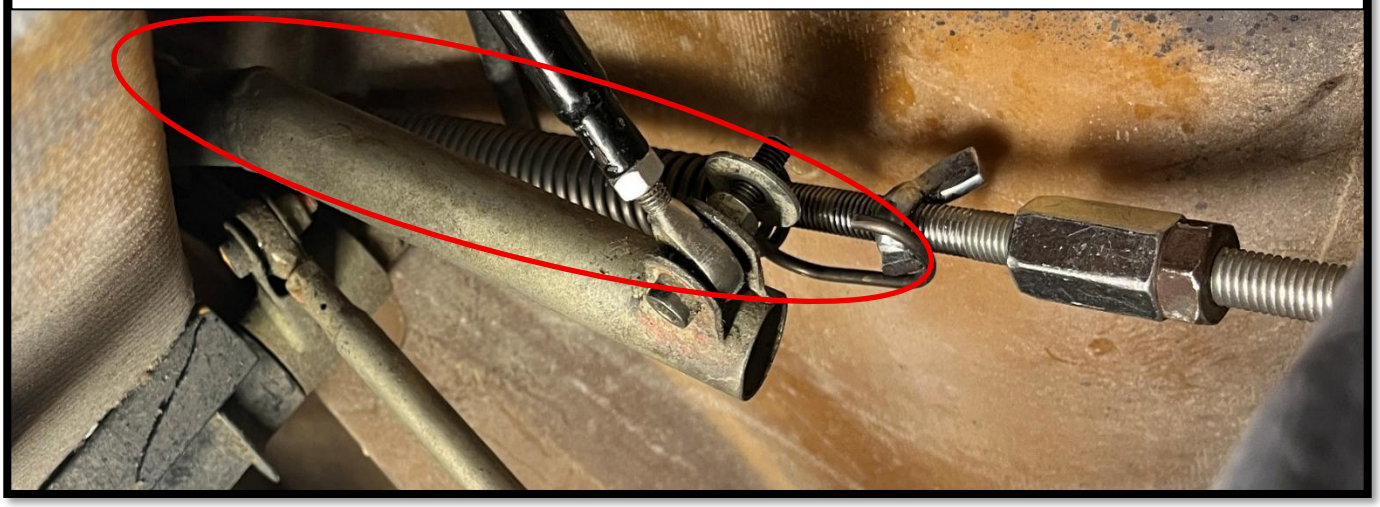
During an annual inspection of a Slingsby t31. A wasp nest was found along with its habitants. Many wooden and GRP gliders have had huge damage done to them in recent years due to animal infestation during normal storage. We have had Astirs, Mini Nimbus (vermin eat away the very structural Conticel foam frames in the fuselage that are also control guides) and many wooden gliders have been found with rotten wood/glue issues caused by animals deciding to make the gliders its home or meal. Ensure you keep putting your endoscopes in the hard to see places.



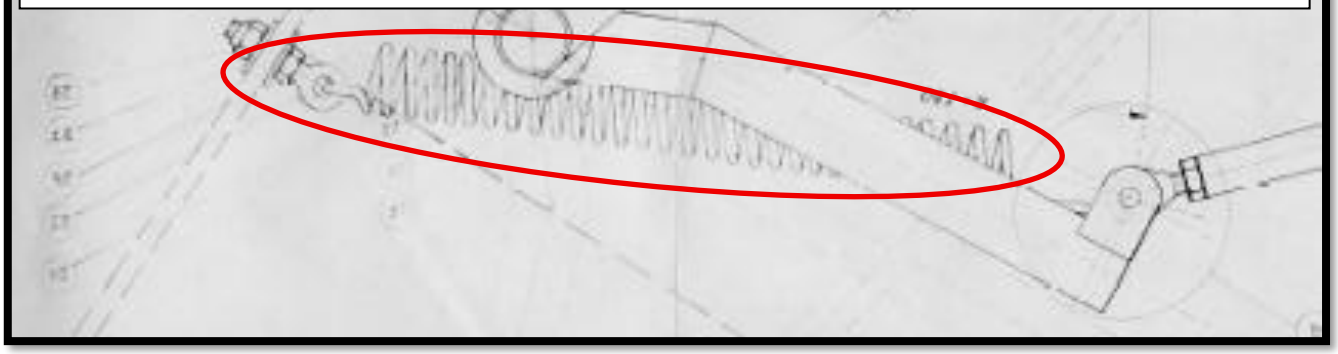
10 Pik20 aging springs and gas struts (applies to many gliders) **Advisory**

A recent Pik20 undercarriage collapse highlighted the issues of aging gliders. Many gliders from K8 to Nimbus 4 rely on springs or gas struts. Very often found in the rudder, undercarriage, flaps, airbrakes and trim systems, that only work as designed if the springs and gas struts work at the original force they were designed to apply. In this case a 50 year old undercarriage spring had aged to the point it was no longer doings its job effectively in the undercarriage system. Finding an identical spring was very challenging. Regardless of hour many hours an airframe has, springs and gas struts often need to be replaced (especially airbrake cap springs that flutterer well before VNE) due to age rather than hours. But the nature of their failure is insidious and often impossible to measure with non-existent manufactures data. To make matters worse these parts are often in very hard to access areas as they were installed while aircraft was built.

The spring is hard to access. Bespoke tooling was made to fit a new one. What was a common spring in 1974 in Finland, can now be almost impossible to find (like Open Cirrus rudder dampers!)



The good news is that despite not officially being supported, Pik20 drawings are freely available on a Finnish government website (google it, as it changes occasionally)



11 K23 Mis-assembly of parts (applies to all gliders). Advisory

Unlike most planes, gliders maintenance manuals rarely have any useful information on how parts are assembled and drawings are hard to get hold off. Make sure they if you take something to bits, you photograph it before disassembly, In this case, if the wheel brake had been applied after assembly, and the wheel moved by hand, it would have been possible to see that anchor point for the brake stud was not seated in its holder, allowing the entire brake drum to rotate, ripping the wheel brake cable away from mud box. Not a 10-minute repair. The K23 has particularly poor access to see what's going on inside the wheel box once assembled. I have seen this error on many gliders in the last 40 years.



Apart from split pin, this looks normal.

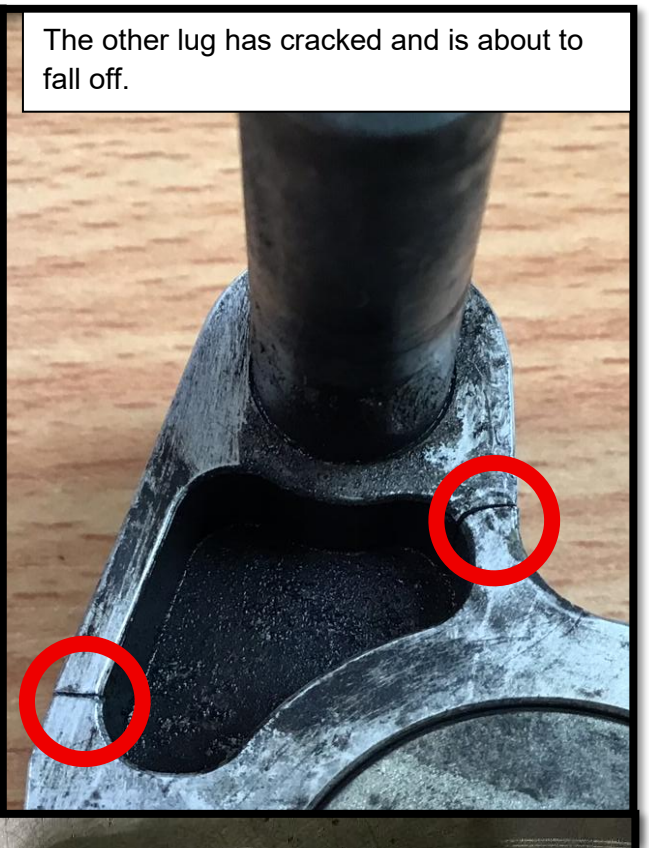
Wheel brake cable ripped out and wheel brake would have been ineffective. I have seen this issue (where the brake torque stud is not correctly located in its holder) collapse/damage many undercarriages on most glider types over the years



12 K21 Tost brake callipers . Advisory

If you ever thought all brake callipers are all the same, think again. This Tost brake calliper was supplied on a brand. new K21 delivered in 2019. It failed and the wheel brake stopped working it appears due to fatigue. This K21 had flown 2758 hours and more importantly 14972 flights. Tost know about it and my understanding have redesigned it. If you have a newer K21, check to see if you have this type. If in doubt contact Tost.



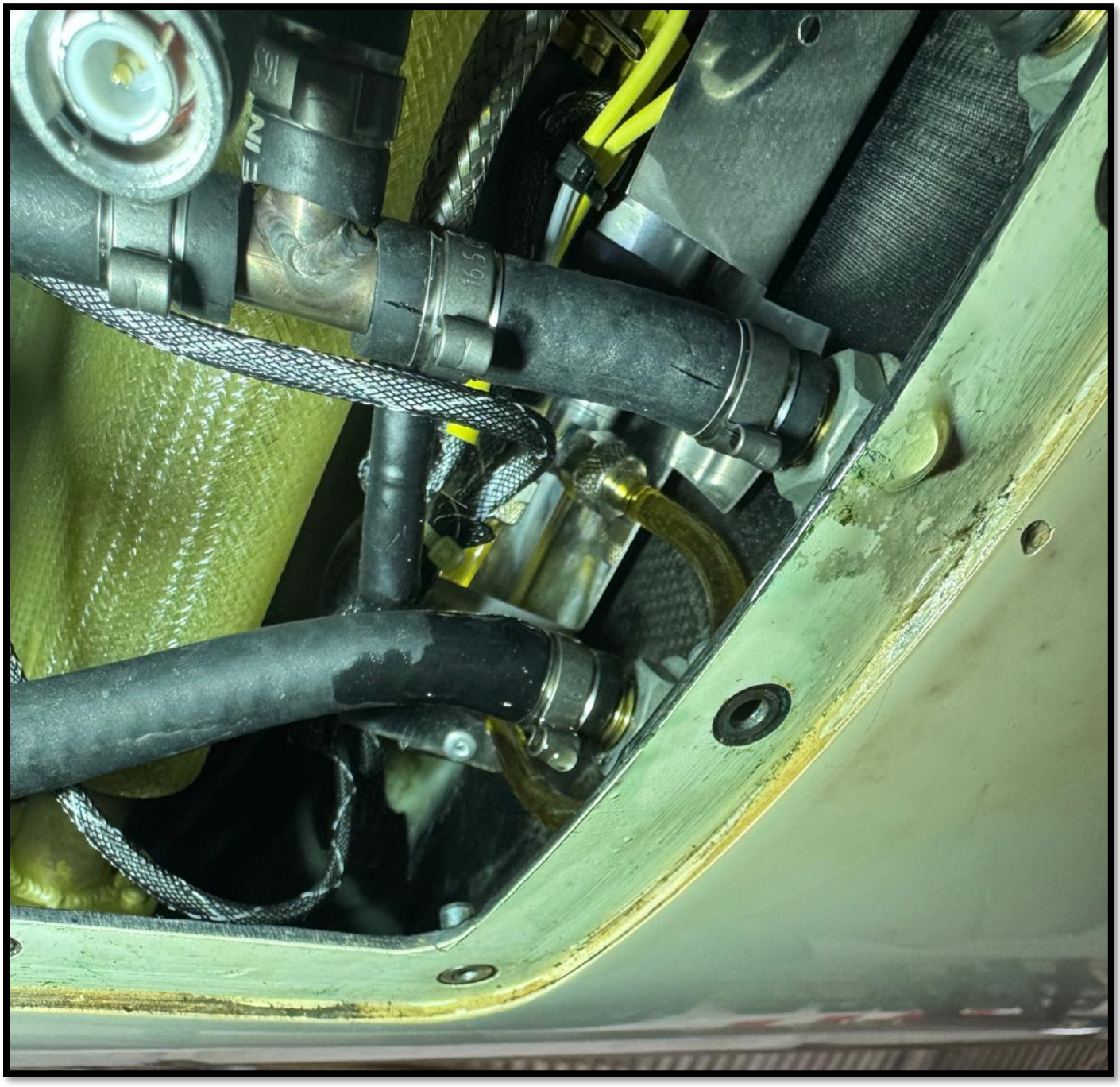




13 Sustainer sailplane fuel lines (HPH Shark in this case, but applies to some other types) Advisory

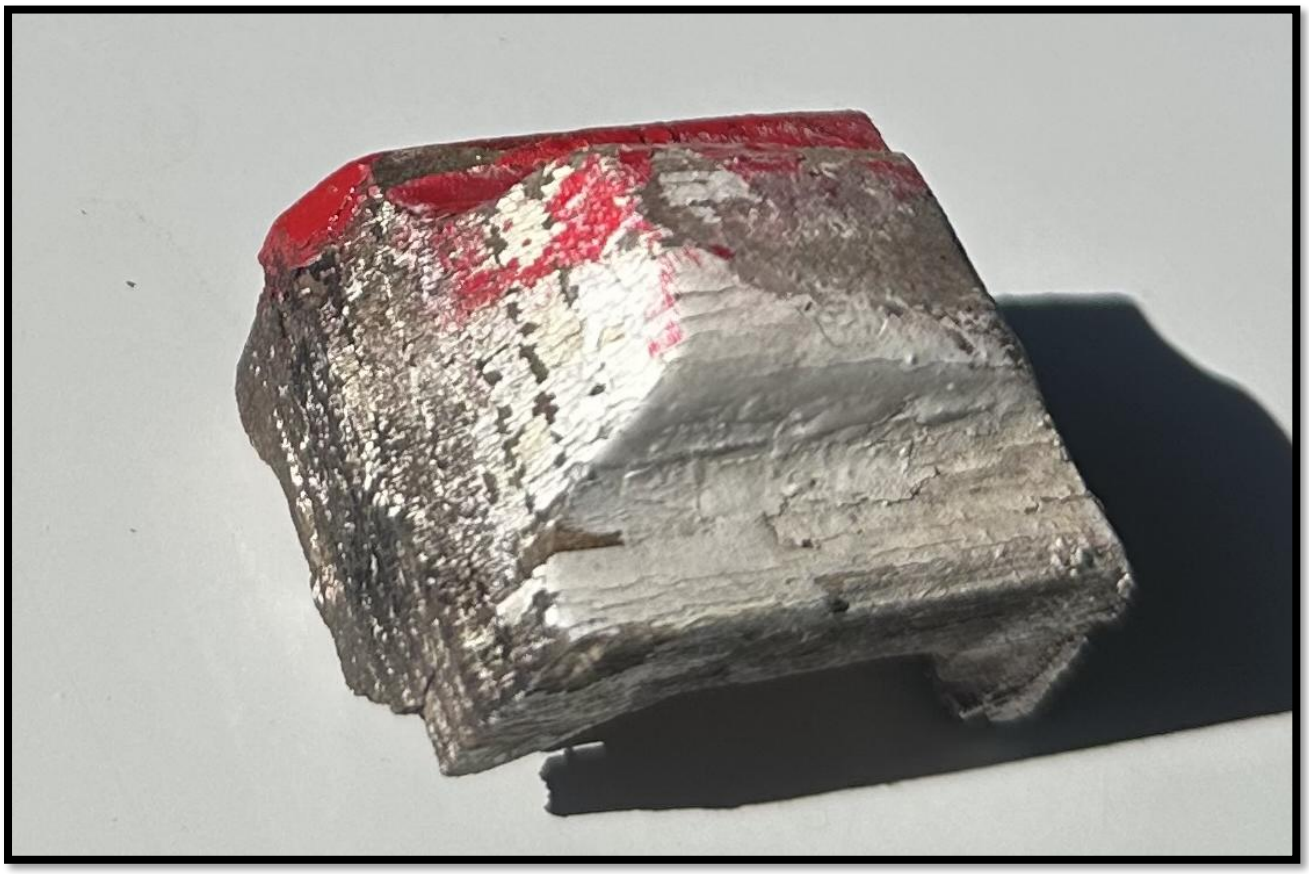
The owner opened his trailer and smelt a strong odour of jet fuel. When they dropped off the lower inspection hatch, they found the fuel lines split and leaking. This is a 2016 HPH Shark Jet, so this is not another 'ethanol' destroyed fuel lines situation.

A lot of the 'sustainer' sailplanes do not list the fuel lines as a lifed item, even though rubber fuel lines will eventually fail and leak simply due to age. In an ideal world these would be made of Teflon. I would recommend a 6 yearly life unless made of Teflon.



14 Dry rot in wood is hard to spot **Advisory**

We had a recent report of a dry of a wooden stop on a K13 airbrake paddle. It is the correct shape but has the density of less than Balsa wood. Often the only way to find the issue is to apply force with a fingernail or screwdriver to see if the wood is still hard. We have frequently found this issue on glue inspections at the base of bolt on K4/7/8/13 and K18 fins where the bolt into the bottom of the fin, and also Jantars, Juniors and Puchazc wooden frames.



15 Puchacz Airbrake arm push rod end loose **Advisory**

This was only 352 hours since it was last replaced. We have had a similar report of the same issue on a PW5 at 400 hours. Hopefully the replacement parts will be higher quality. See video link https://youtu.be/KtEE2NJnm2E Inspect all polish glider pushrods carefully.



16 K6 CR Videos of glue failure found in a K6 that's at not economically viable anymore. **Advisory**

Eric Munk has made many very short videos of issues found on gliders. Particularly glue problems. Anybody who watches them will learn something about wood inspections.

See this link here http://www.youtube.com/@kauritglueingliders1499

17 How does the BGA pre-EASA transition weight extension system work? Advisory

BGA approved weight/weak link extensions for sailplanes in the BGA airworthiness system prior to 2007

We have very little published information, as to how the BGA approved weight/weak link system evolved. Most of the information I know, was explained to me by Frank Irving many years ago. He authored some very good and technical books, found at Sailplane and Glider archive Link https://sailplaneandgliding.co.uk/archive/sailplane-gliding

Prior to EASA taking over sailplane Airworthiness regulation responsibility in 2007 (and the CAA taking over from that in 2021) the BGA Technical Committee was effectively a design authority for BGA sailplanes. A very long time prior to 2007 (this work started in the 1980s I was told) the BGA Technical Committee created a weight extension system, this was all about allowing more weight in the cockpit, and nothing to do with carrying more water ballast. But you cannot suddenly make a glider stronger. So how was it done?

Most sailplanes (none of the BGA weight extension system applies to self-launchers or TMG) are certified in the Utility Category (+5.35 and -2.65g allowed in flight before you start eating into the margins). This means they are certified strong enough for at least basic aerobatics (but there might be other reasons they are not certified for basic aerobatics).

The BGA extended the cockpit weights, by allowing the gliders to fly in the Normal category (+4 and -1.5g allowed in flight), that gives a bigger margin of strength to add more cockpit weight. The extra margins generically allowed a 3% increase of the non-aerobatic maximum dry weight or 5% of the maximum non lifting company weight. But this can only apply to gliders in the BGA airworthiness system prior to 2007 before EASA took over regulation. EASA accepted all the BGA technical committee approved mods, but unless the BGA became an EASA approved design authority (a huge resource that was not possible) we could no longer approve any of these mods on new gliders after 2007.

How to actually use the BGA weight extension on pre 2007 gliders?

There is bureaucracy to use this weight extension in a pre-2007 sailplane. You must have a tailored flight manual supplement issued by the BGA in your flight manual. This Flight manual supplement will refer you to the BGA datasheet for your aircraft. That datasheet gives you the increased weight limits. If you have lost the BGA issued flight manual supplement, contact the BGA office (by email) who will issue a new one tailored to your gliders BGA number. This often means the gliders needs an aerobatic weight placard and a non-aerobatic weight placard.

Do not look for any common sense on gliders imported into the UK after 2007, they will usually have lower max cockpit loads than pre 2007 sailplanes. It's a regulatory issue that's not possible to overcome currently.

18 How to tell what tyre for which glider, when the manuals are no help Advisory

Navboys have compiled a Tost document for which glider types have which wheels and what size tyres go them. If you find any errors report to Navboys. https://www.navboys.com/glider-wheel-tyre-and-tube-sizes.html

19 Tracing where the play is in an ASH25 flap Advisory

When new, most gliders have no play in the controls, when they are 30m plus years old, it becomes case of is the play in tolerance, until such time you put the time and effort into removing all the play. This video shows the search for where the play is in this Ash25, it's not where you would think it is.
https://www.youtube.com/shorts/u6FI1UlUY2w

20 K21 tailplane 'squeak' when download applied to the tip. Advisory

This is damage caused by stress. I have had 3 inspectors contact me about this issue, and then I found one broken at

my own club, so made a short video. Plus, we have previous videos of another 2 of them. In all cases the only fix is to cut a slot in tailplane, remove metal T plate, clean old resin off and bond/bolt it back in, post cure and then fix the hole. 3 videos of 3 separated squeaky unbonded T fittings. https://studio.youtube.com/video/8UbrWgjVnH8/edit

https://studio.youtube.com/video/PnIwyaZuSg4/edit

https://studio.youtube.com/video/4_YUpsxMB9Y/edit

21 How to manage defects for inspectors and owners Advisory

Appropriately, if you decided to defer the tailplane defect in item 20, how do we do that?

We will be publishing a AMP document on this subject very soon. Defects can be very subjective, and from a regulatory point of view, there is a system of recording and deferring them if that's appropriate. The pilot in command MUST know about the defect.

But the bigger issue is the human 'Human Factors' side of 'is it appropriate to defer a defect?' or 'is the defect too significant to defer?'. If ever you are not sure and a skilled second opinion is not available, as a last resort phone me.

24 Lastly, it's never been easier to use a phone to record problems. These short videos can be a great aid to helping other people (and me) perform tasks, learn and perhaps identify failure trends (like squeaky K21 tailplanes) .

Please if you find anything interesting, please send it to me.

Kind regards

Compliance Statement:
All mandatory inspections and modifications have been included up to the following:
CAA CAP 747 Mandatory Requirements for Aircraft: issue 5, 15th May 2026
State of Design Airworthiness Directives: review date 30/09/26
CAA Airworthiness Directives reviewed 30/09/26

For reference:

FAA Summary of Airworthiness Directives: Small Aircraft, Biweekly 2026-19, 09/07/2026-09/20/2026
EASA Airworthiness Directives: review date 30/09/2026
EASA Airworthiness Directives: bi-weekly issue 20 2026-09-14 2026-09-27
CAA CAP 476 Mandatory Aircraft Modifications and Inspections Summary: issue 287
CAA CAP 553 BCARs rules, Issue 8 Amendment 1, issued 15-Dec-2017

Maintenance Programme:
CAA CAP 411, edition 5, 1st April 2005 (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

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