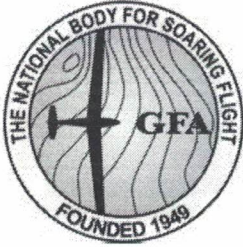




EASA AD No : 2011-0110		<b>AIRWORTHINESS DIRECTIVE</b>	
		<b>GFA AD 671 issue 1</b> <i>CANCELLED 13/09/2018</i> <b>Date: 20 June 2011</b> <i>REFER EASA AD 2011-0110</i> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>			
<b>Type Approval Holder's Name :</b>  Diamond Aircraft Industries GmbH		<b>Type/Model designation(s) :</b>  H 36 powered sailplanes	
TCDS Number : EASA.A.065			
Foreign AD : Not applicable			
Supersedure : None			
<b>ATA 27</b>		<b>Flight Controls – Air Brake Control System Torsion Tube – Test / Inspection / Protection / Replacement</b>	
Manufacturer(s):		Hoffmann Aircraft (Wien), Hoffmann Flugzeugbau (Friesach)	
Applicability:		H 36 "Dimona" aeroplanes, all serial numbers.	
Reason:		<p>A report has been received of a failed air brake control system torsion tube on a Diamond (formerly Hoffmann) H 36 powered sailplane. The results of the subsequent investigation show that the failure was due to corrosion damage.</p> <p>This condition, if not detected and corrected, may lead to failure of the air brake control system in flight, resulting in reduced control of the aeroplane.</p> <p>To address this unsafe condition, Diamond published Mandatory Service Bulletin (MSB) 36-105, containing instructions to test and inspect the air brake control system torsion tube for corrosion damage and, depending on findings, the application of anticorrosive agent to the inside of the torsion tube, or replacement of the torsion tube with a serviceable part.</p> <p>For the reasons described above, this new AD requires repetitive tests and inspections of the air brake control system torsion tube and applicable corrective actions, depending on findings.</p>	
Effective Date:		30 June 2011	

<b>SIGNED:</b>  CHIEF TECHNICAL OFFICER AIRWORTHINESS		For and on behalf of:  THE GLIDING FEDERATION OF AUSTRALIA	
<b>GFA AD 671</b>	<b>ISSUE: 1</b>	<b>20 June 2011</b>	<b>Page 1 of 2</b>