	AIRWORTHINESS DIRECTIVE EASA AD No.: 2011-0213 GFA AD 673 ISSUE 1 CANCELLED 12.09.2018 Refer EASA AD 2011-0213 Date: 02 November 2011 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.				
BODY FOR SORA					
			This AD is issued in accord airworthiness of an aircraft which an AD applies, exce Annex I, Part M.A.303] or a	dance with EC 1702/2003, Part shall be ensured by accomplish of in accordance with the requir agreed with the Authority of the	21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing ning any applicable ADs. Consequently, no person may operate an aircraft to ements of that AD, unless otherwise specified by the Agency [EC 2042/2003 State of Registry [EC 216/2008, Article 14(4) exemption].
			Type Approval Holder's Name:		Type/Model designation(s):
Glasfaser Flugzeug-Service GmbH			Glasflügel Sailplanes		
TCDS Number: EASA			A.A.241		
Foreign AD: Not appli	cable				
Supersedure: None					
ATA 27	Flight Controls -Elevator Control Rod in the Vertical Fin – Inspection / Replacement				
Manufacturer(s):	Fa. Glasflügel, Glasflügel Segelflugzeugbau, Glasflügel Deutsch-Brasilianische Flugzeug-und Fahrzeugbau GmbH				
Applicability:	Standard Libelle 201b, serial number (S/N) 169 Standard Libelle 203, all S/N Standard Libelle 204, S/N 1 Club Libelle 205, all S/N				
	Hornet, all S/N, except S/N 36 Hornet C. all S/N				
	Mosquito, all S/N Mosquito B, all S/N Glasflügel 304, all S/N				
	Kestrel, all S/N, except S/N 85, 110, 125 Glasflügel 604, all S/N BS 1, all S/N.				
Reason:	A broken elevator control rod in the vertical fin on a Kestrel sailplane has been reported. The technical investigation revealed that water had soaked into the elevator control rod through a control bore hole and resulted in corrosion damage. The investigation concluded as well that the corrosion cannot be detected from outside the elevator control rod. This condition, if not detected and corrected, could lead to failure of the elevator control rod, possibly resulting in loss of control of the sailplane. To address this unsafe condition, Glasfaser Flugzeug-Service GmbH have developed				