

DEPARTMENT OF TRANSPORT

AIR TRANSPORT GROUP

AIRWORTHINESS DIRECTIVE - GLIDERS

GFA/AD 61/GLASFLUGEL 5

Glider Types Affected: Glasflugel H301 & H301B Libelle (from Serial No. 2, however No. 2 to 85 only if the elevator bracket has welded assembly guides instead of screwed guides);
Standard Libelle 201 & 201B (all serial numbers);
Club Libelle 205 (up to serial number 107)
Hornet (up to serial No. 3)

Background:

Due to careless assembly of the tailplane, damage to the assembly guides can occur which could lead to possible incorrect assembly of the tailplane and loss of elevator control.

Required Action:

1. With a magnifying glass of at least 5x magnification, visually inspect the tailplane assembly guides for distortion, bending and/or cracks in the welded seams.
2. If any damage is detected, the bracket is to be removed and reinforced according to detail shown in attached drawing or replaced with a new reinforced bracket before further flight.
3. If no damage is found, the glider may continue in service but the bracket is to be reinforced or replaced with a reinforced bracket before date set out in "Compliance".
4. The bracket is to be reinforced by welding two metal strips to dimensions shown on drawing. Steel to be 4130 chrome molybdenum sheet 1mm thick; welding is to be carried out by a Department of Transport Approved aircraft weld using the Tungsten Inert Gas (T.I.G.) process.

After removing the bracket, insert a 10 mm pin into the tube for the actuator pin to prevent distortion during welding. The pin should be a sliding fit; remove the pin when the filling has cooled after welding.

Clean up and repaint fitting to protect from corrosion.

Reassemble bracket to tailplane paying attention to fit the two washers between the bracket and the ball bearings.

Note: If the reinforcement work cannot be done locally, forward the fitting to:

E. Schneider Pty. Ltd.,
C/- Aircraft Engineering Workshop,
132 South Terrace,
POORAKA, S.A. 5095.

Ensure the sender's address is clearly marked on a tag attached to the fitting and include details of the glider type and serial number.

Compliance:

The inspection set out in (1) above is to be carried out before further flight. If no damage is detected, the bracket is to be reinforced or replaced with a reinforced bracket before February 29th, 1976.

This Directive is issued pursuant to the Air Navigation Regulations under the delegated authority of the Secretary to the Department of Transport.

DATE OF ISSUE: 13th September, 1975.

Douglas Lyon,
CHIEF TECHNICAL OFFICER AIRWORTHINESS
GLIDING FEDERATION OF AUSTRALIA

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