

AIRWORTHINESS ADVICE NOTICE

TYPE AFFECTED: KR-03A Puchatek

SUBJECT: Miscellaneous airworthiness information.

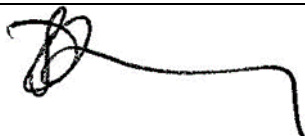
BACKGROUND: Refer AN 086 for historical airworthiness advice.

APPROVED MODIFICATIONS: Refer AN 086

DEFECTS:

1. There has been one case of the rear seat slipping out of the locked position in flight, then collapsing downward and jamming the elevator control. The aircraft was landed safely, but with some difficulty. It is thought possible that the seat may not have been correctly locked before take-off. It is essential to check carefully that the seat is fully and correctly locked in place. A cockpit placard as a reminder is recommended.
2. A defect report has been submitted detailing severe exfoliation corrosion on both aileron attach fittings. Each aileron drive rocker arm were also reportedly badly corroded. AWA 2015-1 was issued now cancelled. The affected sailplane was manufactured in 1993 and flown 1500 hours operating in a coastal environment. A second KR-03A inspection operating at the same site revealed the same defect. KR-03A sailplanes operating in a corrosive environment must be maintained accordingly. Regularly wash and lubricate and maintain the surface finish to a high standard. If light corrosion is detected, refer to the maintenance manual and/or AC43.13-1A Acceptable Methods, Techniques and Practices for removal (mechanical and chemical), surface treatment (chemical) and surface finish restoration (primer/paint finish). If exfoliation corrosion is identified, the component must be replaced. Use primer chromates between component mating surfaces.

SIGNED:



GFA Chief Technical Officer

For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**