

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRWORTHINESS DIRECTIVE GLIDERS:

GFA/AD/152 GLASER DIRKS 5
Ref: Glaser Dirks AD 79-232
Glaser Dirks AD 79-313
& Technical Note 323-1

TYPES AFFECTED: DG-200 Serial numbers 1 to 86 excepting serial
numbers 57,65,74,81 and 84.

SUBJECT: Wing Structure

REASON: Structural defects in the wings

ACTION:

Differing from the Flight Handbook (issued August 1977) and until the accomplishment of the modification specified hereinafter, the following speed limits, weights, actions and amendments apply:

1. Max. weight - 350 kg.
Max. weight of
non lifting parts - 210 kg.
V_{NE}240 km/h.
V_B150 km/h.
V_M150 km/h.
V_{FE+4°}, +8°150 km/h.
No water ballast permitted.
2. Mark the A.S.I. with coloured tape as follows:
green arc 90-150 km/h.
white arc 67-150 km/h.
yellow arc 150-240 km/h.
red line 240 km/h.
3. Amend placard
Max. rough air speed 167 km/h.
Max. speed calm air 240 km/h.
4. According to the last weight and balance sheet and under consideration of a maximum weight of non lift producing parts of 210 kg. the maximum load in the seat must be newly determined and entered in the table on Page 9 of the Flight and Operation Manual.
5. The snap hooks of the water ballast actuators have to be connected and secured by lock wire, so that the snap hooks cannot be connected to the valves.
6. Up to the accomplishment of the modification this A.D. changes the data on the affected pages of the Flight Handbook and must be carried on board.

ACTION NECESSARY TO RE-ESTABLISH FULL AIRWORTHINESS AND THE LIFTING OF FOREGOING RESTRICTIONS.

To re-establish full airworthiness for the DG200 a re-inforcement of the wing spar is to be installed using the opening in the root rib for the water ballast system.

INSTRUCTIONS AS PER TECHNICAL NOTE 323-1

1. Eliminate the temporary airspeed indicator marks and the placard inscriptions and reinstate as per data contained in the D.G. Manual
2. Remove the water ballast tanks as per page 7 of DG-200 Maintenance Manual.
3. Sand the wing spar and install the reinforcement web part 2F 19/1 and 2 according to Drawing 2F 19 and repair instructions DG-200 14/05/79.
4. Heat the repaired spar by blowing hot air (54°C) in the water ballast cavity of the wing for a minimum period of 16 hours.
5. Reinstall the water ballast installations as per page 7 of the DG-200 Maintenance Manual.
6. Check the water ballast system for tightness.

MATERIAL:

Resin Glycidather 162
Hardener Iaromin C 260
Mixing Ratio: 100 : 38 weight parts
Filler: Chapped cotton flock
F.R.P moulded parts 2F 19/1 and 2 left and right,
(Drawing 2F 19, and repair instructions DG-200 14/05/79 can be obtained from Glaser Dirks.)

WEIGHT: Approximately 2 kg. weight increase per wing

BALANCE: No effect

COMPLIANCE:

Actions required pending the accomplishment of the modification may be carried out by the Owner.

Modification to the spars to be carried out by holders of D.O.T. 1109 Authorisation endorsed for Major Repairs F.R.P. and the work executed entered in the aircraft log book.

The requirements of this A.D. are mandatory. The actions prior to the modification must be effected before further flight -
and the modification to the spars shall be carried out before 31st October, 1979.

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

Douglas Lyon

Douglas Lyon
CHIEF TECHNICAL OFFICER AIRWORTHINESS
GLIDING FEDERATION OF AUSTRALIA

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