AIRWORTHINESS DIRECTIVE GLIDERS: REF: No. GFA/AD 159 Glasflugel 8

GLIDER TYPES AFFECTED:

Glasflugel. H201 Libelle, H301 Open Libelle, H401 Kestrel, H205 Club Libelle, H206 Hornet, Mosquito and Slingsby Kestrel.

SUBJECT:

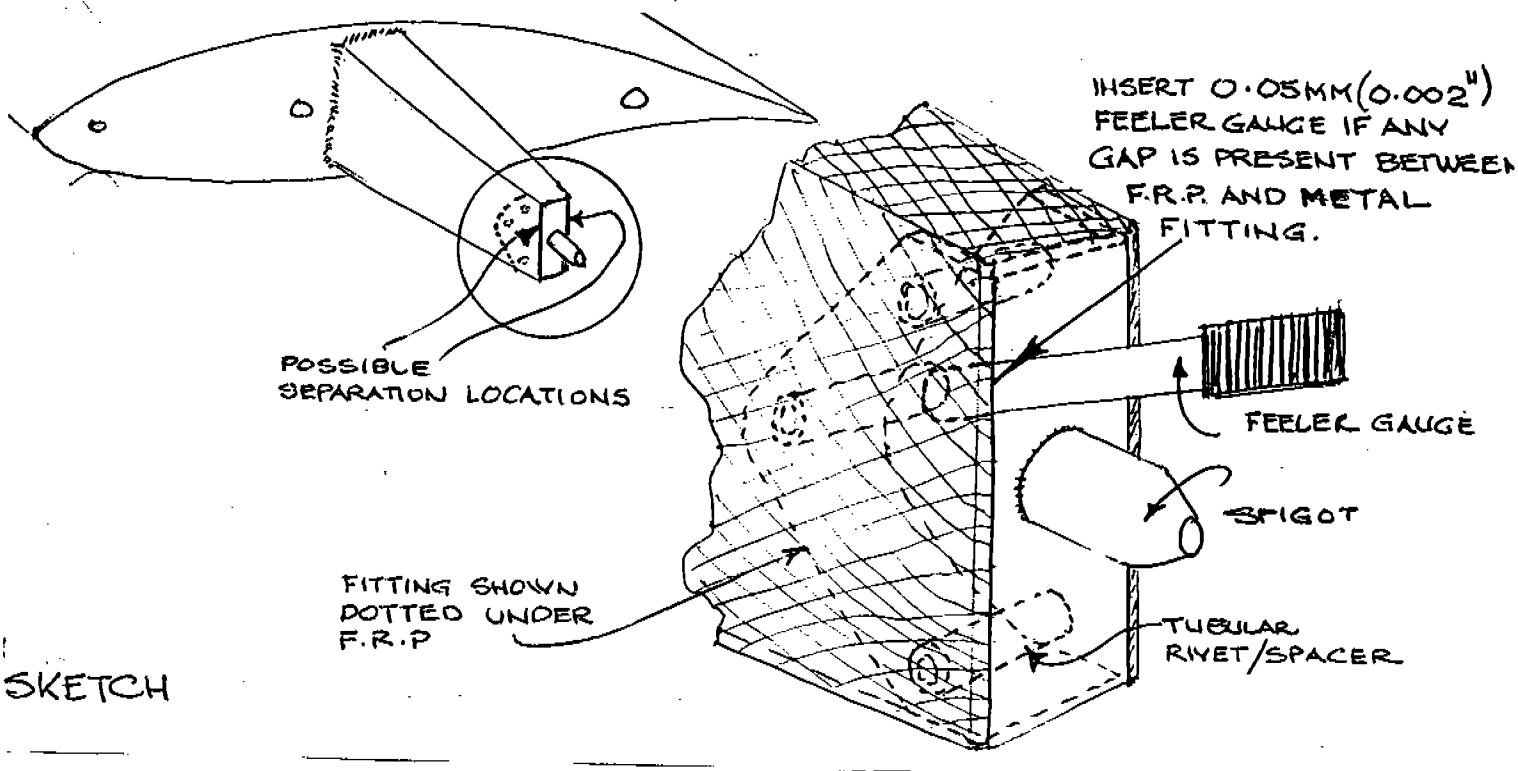
Mandatory precautionary Inspection.

BACKGROUND:

During inspections corrosion in the wing root stub end fittings of a number of Glasflugel H206 Hornets has been detected and in at least one case the corrosion was considerable. The precautionary inspection is extended to the other listed types because of the similarity of the fitting detail.
All cases of corrosion so far detected have been in H206 Hornets of low serial numbers where the metal fittings were primed with a lacquer based zinc chromate primer. Later serial numbers have the fittings cadmium plated and it is not expected these will be affected. It is not known if all other types listed have plated or painted fittings.

REQUIRED ACTIONS:

1. Derig wings from glider and inspect wing root stub ends of each wing for any signs of separation between the fibreglass wrapping of the spar stub/s and the metal fitting at the end of the spar stub. (See sketch). There are six places to inspect.



SKETCH

2. If any separation between the fibreglass wrapping and the stub end metal fitting is detected insert a 0.05 mm or 0.002 inch feeler gauge into the gap between the fibreglass and the metal fitting to check the depth of separation but do not force the feeler gauge into the gap.

..../2

REQUIRED ACTIONS: (contd.)

3. If there is no evidence of corrosion and the separation, if present, does not extend more than 6 mm at any of the spar stub ends, no further action is necessary except that the inspection should be repeated during each G.F.A. form 2 inspection.

4. If separation extends beyond 6 mm deep or corrosion is evident in the separation zone, the glass wrapping over the metal fitting must be removed for further inspection. The removal of the fibreglass wrapping and removal of the fittings for inspection and further action to remedy the corrosion may only be carried out by persons with approval for carrying out F.R.P. major repairs.

5. Care must be taken in removing the tubular rivets to ensure the holes in the fitting are not affected. If the fitting is not heavily corroded and no significant pitting is present, the fitting may be cleaned by sand blasting but be sure that the spigot pin is protected against abrasion.

6. If corrosion pitting is present or if the spigot pin is worn the fitting is to be replaced.

7. Before refitting the stub end fitting it must be primed with an epoxy primer. The fibreglass wrapping is to be ground back to a splice angle and after restoring the fitting with new tubular rivets the stub end and the fitting is to be rewrapped to the original configuration.

8. A more detailed instruction, tubular rivets and replacement fittings should be obtained from Edmund Schneider Pty. Ltd. Two Wells Road, Gawler, South Australia 5118 - Agents for the Manufacturers.

COMPLIANCE:

The requirements of this directive are mandatory and are to be carried out before November 31st, 1979.

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

Douglas Lyon

DOUGLAS LYON
CHIEF TECHNICAL OFFICER AIRWORTHINESS
GLIDING FEDERATION OF AUSTRALIA

Date of issue 2nd October, 1979

APPROVED ORGANISATIONS FOR REPAIR

Cnarles Urwin,
19 Sutherland Way,
CLOVERDALE W.A. 6105

Aeroglass Repairs,
12 Trochus Street,
MANSFIELD Qld. 4122

J. Canard Sailplanes
32 Rangeview Street,
ROCHEDALE. Qld. 4123

Glider Repair and
Overhaul Services,
TOCUMWAL AERODROME 2714.

Edmund Schneider P/L.,
Two Wells Road,
(Aerodrome)
GAWLER S.A. 5118

B.M.A.S.
33 Franklin Street,
BACCHUS MARSH. Vic. 3340.