



THE GLIDING FEDERATION OF AUSTRALIA

BUILDING 130, WIRRAWAY ROAD, ESSENDON AIRPORT, VICTORIA 3041.

AIRWORTHINESS DIRECTIVE GLIDERS/POWERED SAILPLANES

GFA/AD 227
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Sheet 1 of 1

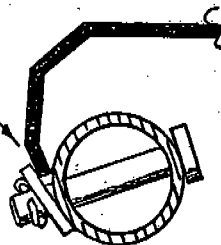
TYPES AFFECTED: Blanik L-13 All Serial numbers.

SUBJECT: Jamming of dive brake controls.

BACKGROUND: This A.D. has been issued following an incident involving Blanik pilot (solo) being unable to extend the dive brakes during an approach and landing.

The jamming was caused by the pilot's handle in the rear cockpit becoming wedged on the alloy fairing covering the control rods as shown:-

Lip of fairing catches
under washer.



Clevis pin &
washer

This jamming condition is created by pushing the pilots lever (front or back) down too far when completing the cockpit check.

REQUIRED ACTION:

(1) Maintenance Release

Endorse the Maintenance Release with the mandatory compliance date.

(2) Glider

Carefully dress back, with a file, the edge of the fairing to approx. the bottom of the placard, until the jamming cannot be created by hard, downward motion, of the pilots handle.

Do not try to fix the problem by simply bending out the edge of the fairing as this is purely temporary, producing a hazard should it be pushed back during normal service.

(3) Log Book

Compliance with this Airworthiness Directive is to be noted in the Glider's log book.

IMPLEMENTATION:

Compliance with this A.D. is to be checked by the holder of an 1109 endorsed, C. of A., any type.

COMPLIANCE DATE:

This Airworthiness Directive is to be incorporated before or at the next scheduled 50 hour inspection.

COMPLIANCE:

The requirements of this Airworthiness Directive are mandatory, issued pursuant to Air Navigation Regulations under delegated authority from the Secretary of the Department of Transport Australia.

Mike Burns

M.P. BURNS
G.F.A. CHIEF TECHNICAL OFFICER

A TOWNSHIP