## THE GLIDING FEDERATION OF AUSTRALIA



# AIRWORTHINESS DIRECTIVE

GFA AD/ 281

Issue 1

TYPE AFFECTED:

ASW 19 ASW 19B

Serial No. 19001 to 19402 inclusive

(excluding 19019, 19210).

SUBJECT:

Restrictions and modifications to reduce risk of elevator

flutter.

BACKGROUND:

Following an incident in New Zealand the German LBA issued

AD 84065 requiring Schleicher Technical Note 17 to be

incorporated.

(TN-17 forms part of this A.D.)

#### REQUIRED ACTION:

## 1. (BEFORE NEXT FLIGHT)

Install a cockpit placard warning that VNE is reduced to 108 knots and place a red radial line on the A.S.I. at that speed.

## 2. (BEFORE OR AT NEXT ANNUAL INSPECTION)

Modify the tailplane shape in accordance with Technical Note 17.

### IMPLEMENTATION:

ACTION 1 - to be carried out by owner/operator

ACTION 2 - to be carried out by person holding a DoA 1109

Inspector's certificate endorsed for FRP modifications.

Work to be recorded by logbook entry.

#### COMPLIANCE:

The requirements of this Airworthiness Directive are mandatory, issued pursuant with Air Navigation Regulations, under the delegated authority of the Secretary of the Department of Aviation.

Issued by:

Chief Technical Officer, Airworthiness 7/2/1985

Sheet 1  ASY 19  ACE TO Sheets: 4  Continued alroorthiness: precautions against elevator flutter.  Affected gliders: All ASW 19 and ASW 19 8; serial numbers 19001 thru 19402 with the exception of 19019 and 19210.  Compilance: Action 1 immediately.  Action 2 by June 1, 1984, at the latest.  Following a flutter case in New Zealand (crossing a competition part in the ath high speed) preventive measures against symmetric borizontal tillplane flutter are recommended, as the inspection procedures after belly, wingtip or crollentings according to Technical Ket enc. 16 apparant to to be sufficiently effective.  A flutter analysis for the horizontal tellplane of the ASW 19 using latest essualing and computer according to Technical Ket enc. 16 apparant to the horizontal tellplane putter according to Technical Ket enc. 16 apparant to the procedures of the ASW 19 using latest essualing and computer according to Technical Ket enc. 16 apparant to the control circuit combined with and unit in the control circuit combined with and unit preceded against the following frequency.  A further flutter cases with the horizontal tellplane benefits essualing of the essualing and computed in the control circuit combined with a computed in the control circuit frequency.  A further flutter cases within the approved in the control circuit cases within the approved circuit is weakened or partially damaged.  1. The maximum permissible speed immediately has speed limit is valid until ection of the airspeed indicator, 108 kts) near to the airspeed indicator.	, Som humand tit i de di fi	Signweight, Fidels
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Rate 7 to 11.								No. of sheets: 4
Glue mixture and paint; see "Action 2.".	After the modification of the speed accomplished, in marking at 200 km/h (10) and so also the speed led.	For the same reason the reshaped i face should be smoothed by using o mum of filler. For preserving use (original Lesonal 03-69469 with 10 dener) or acrylic paint out of a same of the face of the same of the sa	The mass reduction by trimming and the trailing edge has the same et much heavier mass balance in from the fingeline. Therefore, it is to remove as much weight as possibiling edge and to reduce a medical in a minimum.	The width of the glue joint can be means of a strong light in a dark well as by testing it by knocking tal piece of about 50 g (e.g. boles) on the trailing edge.	and the following filler was and the following filler was a local flocks for the flocks for the glue joint must be at but no more than 12 mm.	If you find when doing this trailing edge glue joint bet lower surface of the elevato ficient, both surfaces have re-glued with the following -100 parts in weight of Epik - 38 parts in weight of win	<ol> <li>According to the sketch on TN, the elevator trailing grounded off and reshaped face.</li> </ol>	Technical Hote No. 17
 e above chapter	e modification of the trailing edge accomplished, the airspeed indicator at 200 km/h (108 kts) must be removed iso the speed limit has to be can-	reshaped lower sur- by using only a mini erving use white paint (69 with 10 % of her- out of a spray can- nt to use as little ma-	imming and reshaping the same effect as a le in front of the ele- e it is important as possible from the duce a necessary glue	in a dark room as knocking with a me- (e.g. boit M B. ~	er mixture:  ks FL if  ns. white  at least 7 mm wide.	this job that the it between upper and evator is no more suf- have to be sanded and wing glue mixture: Epikote 162 Epikure 113 (= Laro- min 260)	on sheet 4 of this g ledge is cut or don the lower sur-	Segellkgzeugbau 6116 Pappenhausen

GFA/AD 281 Issue 1
7/2/1985 Sheet 3 of 3

itemegas fydd Notes: The German original of this TN has been approved by the LBA under the date of April 16, 1984, and is signed by Nr.SCHMALJOHAMN. The translation into English has been done by best knowledge and judgement. In any case of doubt the German original is authoritative. Poppenhausen, Merch 27, 1984 Weight & balance: Sheet 3 No. of sheets: For this'TN no.17 the drawing 190.35.51 dated Oct.9, 1978, has been corrected and provided with the correction note "TM 17", plished by the owner of the glider himself.

3. Action 2 (modification of the elevator) must be accomplished by a licensed aviation repair station and must be documented in the glider The modification according to this TN is in-cluded into the series production as of serial number 19403. As however the factory inspection records show that there is no elevator with a tallheavy noment of lass than 7.2 cmkg, the minimum permissible tolerance can be exceeded in no case (tolerance range for the tallheavy elevator moment; min. 6.0 cmkg; max. 9.0 cmkg). By the modification of the elevator its mass reduced altogether by about 110 g. This change in mass is uncritical despite its long distance from the C.G. of the gilder. 2. Action 1 according to this TN can be accom-On the other hand, the tailheavy moment of the elevator is reduced by about 1,2 cmkg. Therefore, a re-weighing of the tallheavy moment s not necessary. book and in the inspection papers. ASW 19 Yechnical Note No. 17 ALEXANDER SCHLEICHER GmbH & Co. (Gerhard Walbel.) Alexander Schleicher 6416 Poppenhausen Segeiflugzeugbau 01 11111 13

