



## AIRWORTHINESS DIRECTIVE

CANCELLED 5.01.2018  
REFER MOSP3/BSE SECTION 16

COMPONENT AFFECTED:

ALL SAILPLANE TOWROPE RELEASE ASSEMBLIES  
EXCEPT ALL MODELS OF TOST RELEASES AND BLANIK  
NOSE RELEASES.

SUBJECT:

Tow release maintenance requirements.

BACKGROUND:

To maintain flight safety, Tow releases used for all types of launching procedures must -

1. Not prematurely release.
2. Not be outside the strength capacity of the pilot to release until the tow rope load exceeds the weak link capacity set for the sailplane.

To meet these 2 requirements, each release assy must be properly designed, installed and maintained. It is recognised that many of the "Ottfur", "Davies" and other releases in service have a large amount of overcentre in their mechanical function. That feature makes many of those releases likely to prevent pilot release under high towrope loads.

It is anticipated that after checking those releases to the test procedure in the appendix, excessive 'overcentre' travel will be reduced, ensuring pilot safety under high tow rope loads in future operations.

NOTE!

SECTION 1-17 OF THE GFA INSPECTORS HANDBOOK DISCUSSES GENERAL RELEASE ASSEMBLY MAINTENANCE AND INSPECTION PROCEDURES.

MANDATORY REQUIREMENTS:1. ANNUAL INSPECTIONS (Form 2)

The minimum annual maintenance must include:-

- (a) Clean and lubricate
- (b) Check beak for wear
- (c) Check all springs for condition & function

2. EVERY 3 YEARS OR 2000 LAUNCHES

- (a) Carry out an annual inspection
- (b) Carry out a load test to verify that the mechanical linkage has a correctly set overcentre. (In accordance with the test procedure outlined in the Appendix to this AD).

3. SPRING REPLACEMENT

Springs need only to be replaced if they do not meet the specified test requirements. Years of service is not to be taken as a factor.