


## GFA AIRWORTHINESS DIRECTIVE

- TYPE AFFECTED:** DG-400.
- SUBJECT:** Assorted service bulletins and Flight and Maintenance Manual amendments.
- BACKGROUND:** The original certification of the DG-400 in Australia involved, among other things, extensive local alteration of the Flight and Maintenance Manuals.
- As Glaser-Dirks has a policy of updating its manuals to reflect current practice the Australian amendments have often conflicted with the factory amendments.
- GFA has therefore decided to revert to the original manufacturers manuals and provide an Australian Flight and Maintenance Manual Supplement to cover the specific Australian Requirements.
- The technical requirements of each Technical Note will be covered in individual AD's to prevent confusion.
- DOCUMENTATION:** Glaser-Dirks Technical Notes 826/16, 826/17, 826/18, 826/20, 826/21, 826/22, 826/23, 826/24, 826/26, 826/29 and 826/30.
- ACTION REQUIRED:**
1. Before 1 May, 1996 the Flight, Maintenance and Repair Manuals must be exchanged for the updated manuals containing all factory amendments up to and including those in Technical Note 826/30 and the Australian Flight and Maintenance Manual Supplement dated 16 February, 1996.
- One copy of the manuals will be provided to each Certificate Holder by the GFA at no charge. Extra copies may be purchased from the GFA Secretariat.
- The glider should thereafter be operated and maintained in accordance with these manuals.
- Note: The optional installation of the automatic propeller brake (see AN 74) includes certain manuals amendments. Both sets of pages have been included and the unnecessary pages should be removed depending on whether the brake is fitted or not.
2. As the engine indication instrument (DEI) is now approved an analogue engine tachometer is no longer required as minimum equipment. The analogue tachometer may therefore be removed at the operators discretion.

SIGNED:

  
CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION  
OF AUSTRALIA

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3. At the next Annual Inspection after 1 May, 1996 a 6 mm drain hole must be drilled in the fuselage shell at the lowest point near the fuel drain so that any spilt fuel cannot accumulate. Care should be taken to ensure that the hoses are not damaged when drilling and electric drills must not be used because of the danger of fire.

4. Because of the changed pilot arm (see GFA AD 452) which comes out of the manual amendments the Certificate of Airworthiness must be renewed. Before 1 May, 1996 the Certificate of Airworthiness must be sent to the GFA Secretariat for renewal.

**WEIGHT AND BALANCE:** Not Affected.

**IMPLEMENTATION:** Exchange of the Flight, Maintenance and Repair Manuals may be performed by the Certificate Holder.

Drilling of the drain hole must be performed by persons rated of Annual Inspections any type.

**COMPLIANCE:** The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.