

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: Monerai 'S'

SUBJECT: The following modifications must be incorporated for the issue of an Australian Certificate of Airworthiness.

DOCUMENTATION: Drawing A0050, Sheet 8-A and GFA approved modifications. GFA Engineering Order EO 98-1.

ACTION REQUIRED: 1. **Certification Basis**

During the validation of the designers data as part of the certification process a significant, non-conservative error was discovered. The net result of this is that at 6.0 g, 204 kg and 10.97 m span the reserve factor is less than the required value of 1.5.

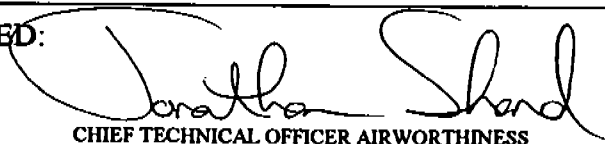
In order to ensure that a minimum reserve factor of 1.5 remains the limit load factor must be decreased to 5.7. Gliders with spans larger than 10.97 m will need to have their maximum load factor further reduced (depending on wing centre of gravity position) to ensure that an adequate margin exists between the limit load and strength of the wing.

Before next flight all gliders with 10.97 m wing span must have cockpit placards must be changed to reflect the revised maximum load factor of 5.7 g. All gliders with a wing span greater than 10.97 m must, before next flight, have their maximum load limit determined by following the procedures in GFA AN 94 under Weight and Balance Item 2.

2. **Manufacturers Modifications.** Before next flight for gliders which were completed before 3 August, 1998 and before first flight for all new built gliders the following modifications must be incorporated.

2.1 Pitch belcrank and pushrod must be installed as per drawing A-0050 dated 21.8.1981.

SIGNED:


CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

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2.2 The spar tang must be strengthened as per sheet 8-A dated 23.3.1983

2.3 Rudder modification to limit throw to 18°. If required the sleeves must be fitted over rudder stops at station E in accordance with drawing A-0050 dated 21.8.1981.

3. GFA Modifications. Before next flight for gliders which were completed before 3 August, 1998 and before first flight for all new built gliders the following modifications must be incorporated.

3.1 Install approved type of tow release in accordance with locally approved design data. Item 8 of GFA MOD 93-1 provides an acceptable modification.

3.2 Where optional rudder pedals (page 10 of the plans) are fitted replacing the original yaw bar, rudder stops and return springs must be installed in accordance with Item 6 of GFA MOD 93-1.

Rudder pedal stops are fitted at rudder pedals to limit cable stretch.

The rudder pedal return springs will assist with central feel on the rudder.

4. The Monerai must be operated and maintained in accordance with the requirements of the GFA approved Flight and Maintenance Manual.

WEIGHT AND BALANCE: Following installation of these modifications the glider weight and balance must be re-confirmed.

IMPLEMENTATION: Installation of the correct placards is the responsibility of the Certificate Holder.

Installation of the modifications in sections 2 and 3 may be performed by the builder or by persons rated for Annual Inspections Metal.

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.