

THE GLIDING FEDERATION OF AUSTRALIA

GFA AD 457
(ISSUE 1)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: H-36 Dimona up to Serial Number 36271 except for 36117 and 36248.

SUBJECT: Inspection of the engagement depth of the horizontal tailplane safety bolt and modification of the locking mechanism.

DOCUMENTATION: Hoffmann Aircraft Service Bulletin No. 22 which forms part of this AD.

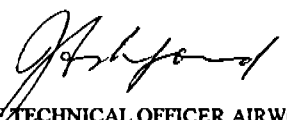
ACTION REQUIRED: At the next 50 hourly or annual inspection whichever comes first Actions 1 to 6 inclusive of Service Bulletin 22 must be complied with. Note: Copies of the flight manual page are available from the GFA Secretariat.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: Actions 1, 3 and 4 of Service Bulletin must be performed by persons rated for Annual Inspections on the H-36 Dimona. All other actions may be performed by persons rated for Daily Inspections on the H-36 Dimona.

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.

SIGNED:


CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

HOFFMANN AIRCRAFT Ges.m.b.H.
Richard-Neutra-Gasse 5
A-1210 Vienna

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S E R V I C E B U L L E T I N N O . 22
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Affected:

All serial-numbers of the sample H-36 DIMONA
until serial-number 36 271 without serialnumbers
36 117 and 36 248.

Subject:

Horizontal stabilizer safety mounting.

Occasion:

Possible damaging of the security-pin after inexpert
mounting of horizontal stabilizer.

Actions:

- 1) Check catching depth of safety-bolt in bush of the
horizontal stabilizer (minimum at the cylindrical
part of safety: 4 mm).
- 2) Check bush for excentricity (oval shape) and
looseness.
If 1. or 2. are reasons for objection, please contact
manufacturer.
- 3) Pull out the bottom tension-pin of safety-pin in
accordance with sketch 1.
- 4) In engaged position of safety-pin, drill a hole
through safety-pin and guide-tube, in accordance
with sketch 2.

5) Secure safety-pin by a cotter-pin 2 x 15 ÖNORM
(or DIN 94)

6) Exchange of page 8-3 in flight manual and entry
of change in the revision sheet of the manual.

urgency: Upon next 50-hour-inspection.

Weight and balance: not affected

Remarks: Action 1 must be performed by an aircraft maintenance
engineer and must be entered in the log book.

Vienna, 04. August 1988

approved by Austrian

Civil Aviation Authorities

9.8.1988



[Signature]

Approval of translation has been done by best knowledge
and judgement - in 1988 under the original text
in German language is authoritative.

[Signature]

Dipl. Ing. D. Köniher

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HLW-SICHERUNGSBESCHLAGHST-SAFETY MOUNTING

Skizze 1

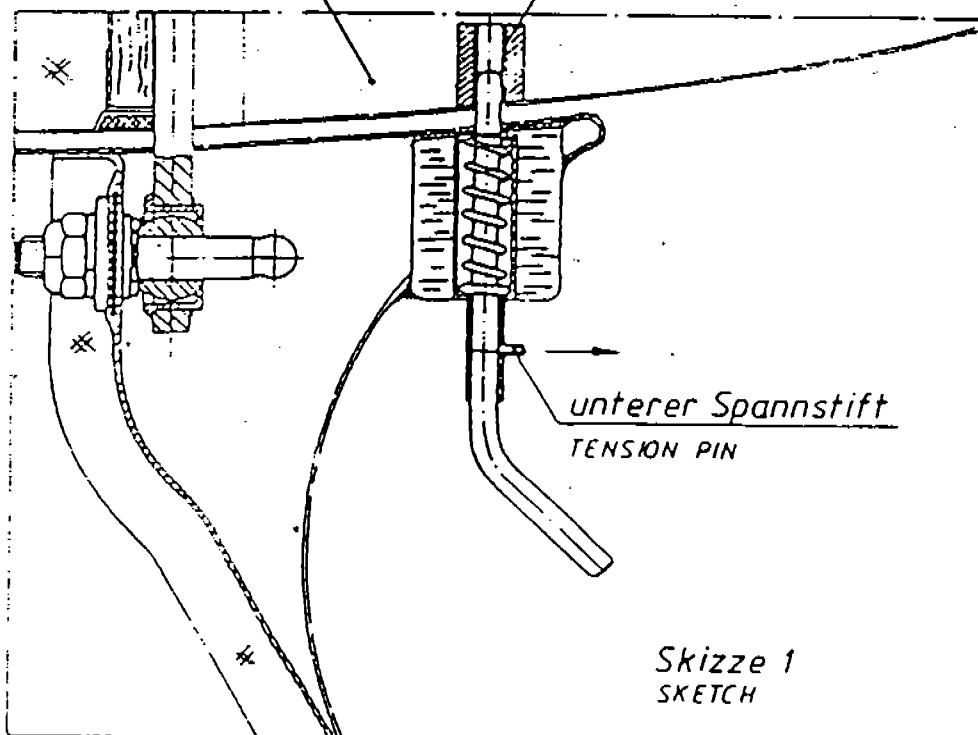
Sketch 1

Herausziehen des unteren Spannstiftes aus dem Sicherungsstift.

Pull out the below tension pin of the safety pin.

Höhenleitwerk
HORIZONTAL STABILIZER

Buchse
BUSHING



Skizze 1
SKETCH

Skizze 2

Sketch 2

In eingerastete Stellung des Sicherungsstiftes (1), wird durch die schon vorhandene Bohrung ($\varnothing 2$ mm) im Sicherungsstift (1) und durch das Führungsrohr (2) gebohrt. Anschließend wird der Sicherungsstift (1) durch Splint (3) 2 x 15 $\varnothing$ NORM M5404 (bzw. DIN 94) gesichert.

In engaged position of safety pin (1) drill a hole through the existing hole in safety pin (1) and through the guide tube. Then secure safety pin (1) with cotter pin (3) 2 x 15 $\varnothing$ NORM M5404 (or DIN 94).

