



THE GLIDING FEDERATION OF AUSTRALIA

GFA AD 506
(ISSUE 1)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: Mosquito and Mosquito b. All serial numbers up to S/N 123.

SUBJECT: Aileron mass and moments.

BACKGROUND: Due to tolerances in manufacturing the control surface moments of the CFRP-ailerons exceeded the moments given in the flight and maintenance manual. As there has been no case of flutter over many years the maintenance manual can be amended with new allowable moments on the aileron.

DOCUMENTATION: Glasfaser-Flugzeug-Service Technical Note No. 303-21 which herewith becomes part of this AD.

ACTION REQUIRED: The data for the acceptable mass and the control surface moments of the aileron must be changed (handwritten supplement on page 50). Pages may be supplemented by the owner.

WEIGHT AND BALANCE: Not affected.

COMPLIANCE: The compliance with this AD is to be entered in the aircraft log book by an inspector rated for annual inspections on the next Form 2 inspection.

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: <i>T. Geiger</i> CHIEF TECHNICAL OFFICER AIRWORTHINESS		For and on behalf of: © THE GLIDING FEDERATION OF AUSTRALIA	
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H. Streifeneder Glasfaser-Flugzeug-Service GmbH Hofener Weg D-72582 Grabenstetten	Technical Note No. 303-21	Type Certificate No. 318
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Subject:	Ailerons made of carbon fibre								
Effectivity:	Sailplane model Mosquito and Mosquito b All serial numbers up to No.123, equipped with CRFP-aileron.								
Accomplishment:	Amendment of the flight- and operations manual must be done up to 30.04.1995.								
Reason:	<p>Due to tolerances in manufacturing control surface moments of the CRFP-aileron exceeded the moments given in the flight- and operations manual. Nevertheless there has never been any case of fluttering in flight.</p> <p>Because it is not possible to install further lead ballast on the ailerons to meet the earlier requirements, the admissible mass and control surface moment of the ailerons is raised. For this reason new flutter calculation was done.</p>								
Instructions:	<p>In the flight- and operations manual, page 50, the data for acceptable mass and control surface moments of the ailerons must be changed (handwritten supplement):</p> <table border="0"> <tr> <td>"Aileron:</td> <td>3.5 - 4.5 kg</td> <td>(incl. mass balance)</td> </tr> <tr> <td></td> <td>0.0420 - 0.0765 kgm</td> <td>(incl. mass balance)"</td> </tr> </table> <p>In case of repair, new paint work, etc. these new data are valid for CRFP-aileron.</p> <p>The data for flap, elevator and rudder are not changed.</p>			"Aileron:	3.5 - 4.5 kg	(incl. mass balance)		0.0420 - 0.0765 kgm	(incl. mass balance)"
"Aileron:	3.5 - 4.5 kg	(incl. mass balance)							
	0.0420 - 0.0765 kgm	(incl. mass balance)"							
Material:	Omitted								
Weight:	Not affected								
Balance:	Not affected								
Remarks:	<p>Whether the ailerons are made of CRFP or GFRP can be seen on the trailing edge: On the trailing edge of CRFP-aileron the dark carbon layers are visible.</p> <p>The manual supplement can be done by the owner of the aircraft. The accomplishment of this technical note is to be entered into the aircraft log book by a licensed inspector on the next annual inspection.</p>								
Grabenstetten, 09.01.95		<p>Original</p> <p>LBA - approved</p> <p><i>[Signature]</i></p> <p>31. Jan. 1995</p>							
<i>[Signature]</i>									