



## GFA AIRWORTHINESS DIRECTIVE

**TYPE AFFECTED:** K-7 & K-2, ASK-13

**SUBJECT:** In-flight failure of wing structure.

**BACKGROUND:** Recently in the U.K., a K-7 suffered an in flight break-up which resulted in the loss of life or the two occupants. As a result the BGA temporarily grounded their entire fleet of Ka-7s

Issue 1 of this AD temporary suspended the "Special Category" applicable to some Ka-7s and restricted permitted manoeuvres, pending further investigation of the cause of the failure.

This issue (issue 2) reinstates the "Special Category" and removes the restriction on permitted manoeuvres. **The revised Maximum weak link strength of 850Kg for winch /autotow for Ka-7 & ASK-13 gliders is retained.**

**CONSIDERATIONS:** The full causes of the glue failure in the UK have not been positively identified; therefore the lowered weak link limits for winch /autotow introduced in Issue 1 will be retained.

**ACTION REQUIRED:** K-2 & K-7: Remove temporary placards limiting Max AUW on "Special Category" aircraft.  
Temporary placards showing "**AEROBATICS, INCLUDING INTENTIONAL SPINS PROHIBITED**" are to be removed.

K-2, K-7, ASK-13: Instal permanent placards "Max weak link for autotow /winch: 850kg".

**WEIGHT AND BALANCE:** Nil

**IMPLEMENTATION:** Before further flight.

**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  
STOA

For and on behalf of:

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OF AUSTRALIA