



GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: SZD-32A Foka 5

SUBJECT: Possible jamming of aileron controls

BACKGROUND: Issue 1 of this AD was produced in 1981, notifying the possibility of jamming of the aileron controls due to a rib-to-spar corner block becoming dislodged due to glue deterioration. Required action was to re-glue the corner block and was a one-time fix with no follow-up inspections required.

More recently (July 2001), a further problem has been found. There is a strip of timber attached to the lower part of the rear spar of the wing, to which the metal sealing strip is attached with woodscrews. It was discovered by the owner of Foka 5R GQN that, on one wing, this backing strip was not properly attached and it fell off when subjected to a light tap with a small hammer. When it fell off, it took the corner block with it. Should such a thing occur in flight, it is not known whether it would simply fall off and disappear or whether it would flail around and either cause damage or possibly jam the aileron. Neither case is acceptable.

ACTION REQUIRED: Remove the metal sealing strip on the underside of both wings. Check for deterioration of the glue attaching the backing strip to the rear spar of the wing. If no glue deterioration is found, the sealing strips may be re-attached and the glider returned to service.

If deterioration is found, it will be necessary to remove the backing strip in order to clean off all traces of glue residue from both the strip and the spar. Note that the corner block is glued between the strip and the rib, not between the spar itself and the rib. Therefore, if the strip is insecure, the corner block may also be insecure. In fact, on one wing of VH-GQN, the opposite situation existed - the strip itself had suffered complete glue failure and the whole assembly was held in place only by the glue attaching the corner block to the rib. Little wonder it fell off with hardly any persuasion.

SIGNED:



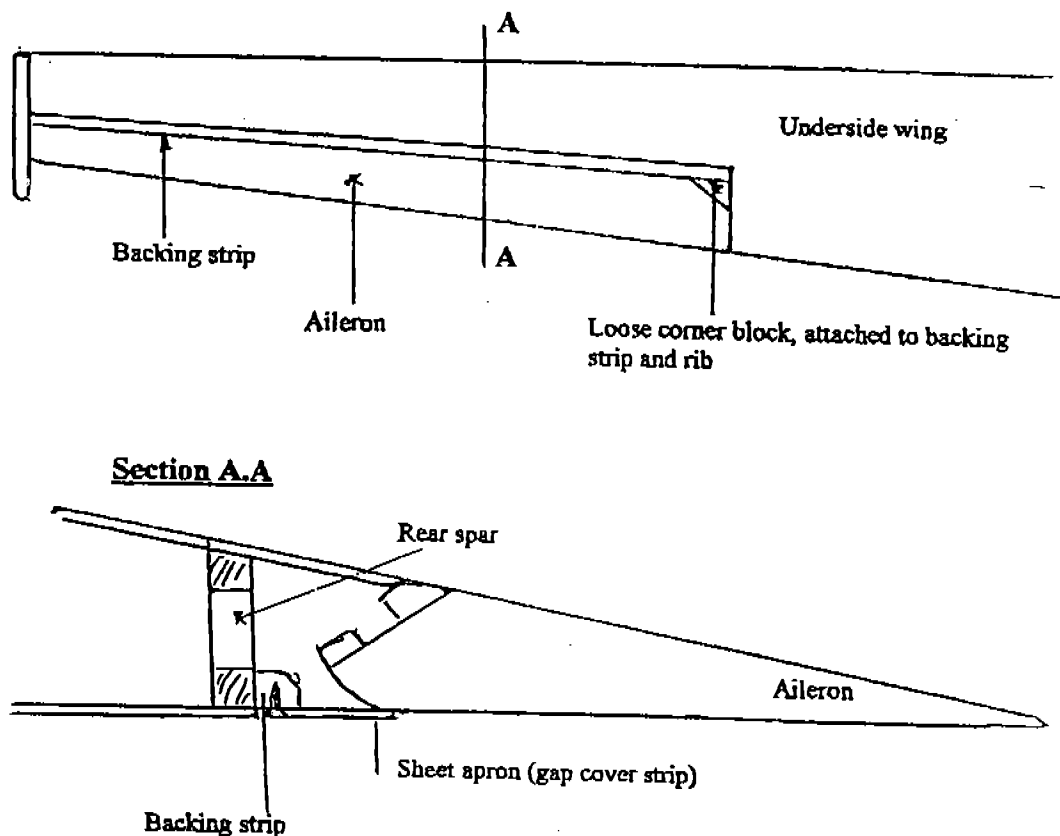
CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

Note also that it may be necessary to remove the aileron to gain access to the whole area for cleaning off old glue residue and re-gluing the backing strip. Epoxy glue, such as Epiglu, is recommended for the repair.

Refer to the diagram below.



WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: Inspect before further flight. Repair as necessary. Repairs may be carried out by an inspector holding "Minor repair – wood" authorization. If an aileron is removed, an independent check of control circuit integrity is required.

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.