



THE GLIDING FEDERATION OF AUSTRALIA

GFA AD- 665
(ISSUE 1)

CANCELLED 14/09/2018
GFA AIRWORTHINESS DIRECTIVE
Refer EASA AD 2011-0009

APPLICABILITY: LS10 sailplanes

SUBJECT: Water ballast system fin tank valve, spring replacement

BACKGROUND: Stress corrosion has been found in the zinc plated compression springs removed from the fin ballast tank valve, installed on an LS10-s sailplane. The investigation has shown that if one and/or both fin tank valve springs fail, the water tank valve might not open or not open completely. This could cause a displacement of the sailplane centre of gravity. The design of the fin tank valve springs is common to both the LS10-s and LS10-st sailplanes. This condition, if not detected and corrected, could result in loss of control of the sailplane due to the centre of gravity being too far aft.

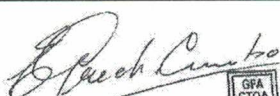
DOCUMENTATION: EASA AD No.: 2011-0009

DG Flugzeugbau Technical Note No. LS10-01 dated 22 October 2010

ACTION REQUIRED: To correct this unsafe condition, DG Flugzeugbau have developed a modification which consists of the replacement of the fin ballast tank valve zinc plated springs, with a springs made of stainless steel. For the reasons described above, this AD requires the replacement of the both fin tank valve springs with stainless steel springs, P/N 45000699.

WEIGHT AND BALANCE: Nil

SIGNED:


CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

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