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AIRWORTHINESS DIRECTIVE

THE GLIDING FEDERATION OF AUSTRALIA Inc

GFA AD 679 Issue 1

Date: 25 September 2014

Note: This Airworthiness Directive is issued by the Gliding Federation of Australia

Type Certificate Holder	Barry Aviation, LLC
Manufacturer	PZL-Krosno
Types/Models Affected	Model KR-03 & KR-03A "Peregrine" (Puchatek) Sailplane
Serial Numbers	All serial numbers
Subject	HORIZONTAL STABILIZER REAR SPAR INSPECTION
Implementation	MANDATORY Aircraft owners shall execute this AD immediately before next flight.
Background	Non-compliance with this Service Bulletin may result in undetected crack(s) in the Horizontal Stabilizer Rear Spar, which could result in structural failure of the Horizontal Stabilizer.
Documentation	Barry Aviation Service Bulletin BE-01/KR-03A/2012, KR-03A "Puchatek", attached.
Required Action(s)	A GFA Annual Inspector must do the specified visual inspection for cracks before next flight as specified in the attached Service Bulletin and report to GFA and the Type Certificate Holder.
Compliance, Compliance Time(s) and Frequency	Compliance with this Airworthiness Directive is mandatory and compliance, including action taken pursuant to this Airworthiness Directive must be recorded in the aircraft log book.
Effect on Weight and Balance	No effect unless repair required.
Effective Date	25/09/2014
	<p>Issued by: Rob Hanbury</p>  <p>Chairman, GFA Airworthiness Department</p>

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Title:

HORIZONTAL STABILIZER REAR SPAR INSPECTION

Eligible Sailplanes and Serial Numbers:

MODEL:

KR-03 & KR-03A PUCHATEK

SERIAL NUMBERS:

ALL

Mode of implementation:

MANDATORY

Aircraft owner shall execute this bulletin immediately upon receiving.

Accomplishment Instructions:

WARNING: You must do the visual inspection for cracks before next flight as specified in this Service Bulletin. Cracks in horizontal stabilizer rear spar can cause damage to the sailplane and danger to passengers during flight.

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Approval: The technical content of this Service Bulletin was approved by the F.A.A.

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1. Background:

One report has been received of cracks found in the Horizontal Stabilizer Rear Spar at the lightening hole edge at main fitting area. This report was received on a 1991 sailplane with more than 9,200 flights. This Service Bulletin provides instructions to accomplish a visual inspection of the Horizontal Stabilizer Rear Spar.

Non-compliance with this Service Bulletin may result in undetected crack(s) in the Horizontal Stabilizer Rear Spar, which could result in structural failure of the Horizontal Stabilizer.

The Service Bulletin mandates inspection of the structure. Depending on the results of the inspection and until subsequently the replacement or repair of damaged components, the sailplane should not be flown.

2. Eligible sailplanes and serial numbers: All

3. Appendixes: Inspection Sketches

4. Compliance Description: Mandatory

For all sailplanes / Horizontal Stabilizer: Inspection must be performed before next flight.

An external inspection and internal visual inspection for cracks on the Horizontal Rear Spar. You must use a flashlight and a mirror or a borescope for this inspection.

If cracks are found during inspection, the sailplane should not be flown until the spar, rivets, structure is replaced or repaired before next flight.

If no cracks are found during inspection, a recurring external and internal inspection must be performed every 100 hours of operation or 12 months thereafter, whichever occurs first.

A. Immediately upon receiving the Service Bulletin the operator shall:

1. De-rig the sailplane Horizontal Stabilizer as described in the Technical Service Manual and inspect the Horizontal Stabilizer Rear Spar. The Spar shall be inspected visually paying attention to possible cracks or evident distortions. You must use a flashlight and a mirror or a borescope for this inspection.
2. Do a visual inspection on the Horizontal Stabilizer as follows: Carefully clean the skin, spar and fittings where you will do the external and internal inspection.

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3. The rivets shall be inspected visually for their integrity and looking for cracks of the paint, around the heads of the rivets, on the external and internal face of the spar or attachments that indicates “working rivets”.

NOTE: If you are not sure if what you see is a crack, use Die Penetrant Non-Destructive Inspection Method (NDI), or do an Eddy Current Inspection.

B. If the inspection reveals cracks of the spar, rivets or adjacent structure or the rivets attaching the main fitting of the stabilizer are working, the sailplane should not be flown until the spar, rivets, structure is replaced or repaired.

C. If the inspection does not reveal any cracks of the spar, rivets or adjacent structure and the rivets attaching the main fitting of the stabilizer are in good condition, the following steps shall be completed:

A recurring external and internal inspection must be performed every 100 hours of operation or 12 months thereafter, whichever comes first, until the spar, rivets, structure is replaced or repaired.

Provide the results of the initial and any subsequent internal inspections to Barry Aviation Use the Horizontal Stabilizer Rear Spar Inspection Report form and pictures as applicable. Telephone and email are provided on the form.

NOTE: The Horizontal Stabilizer Rear Spar Inspection Report form must be sent to Barry to report both conditions - cracked or not cracked.

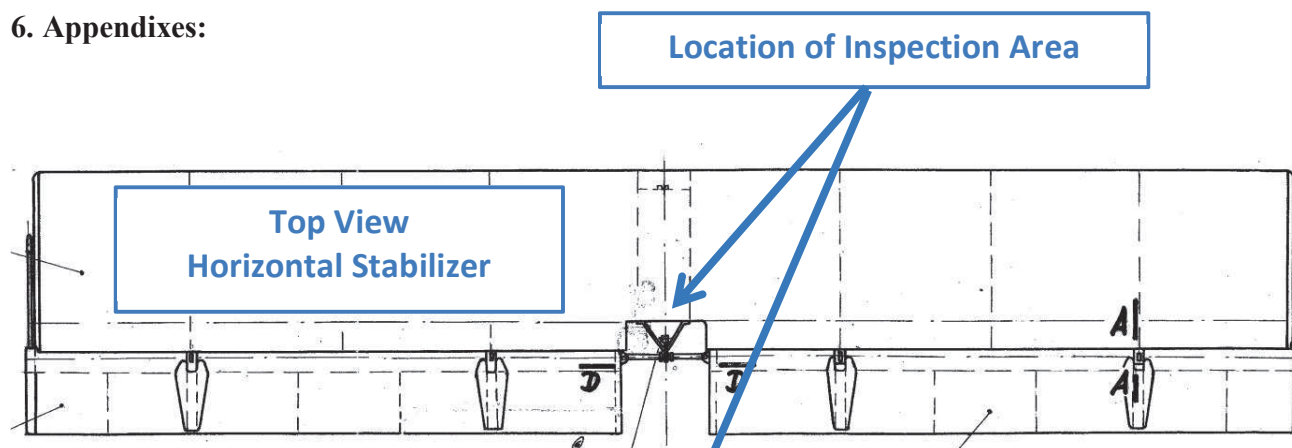
1. Rig the sailplane as described in the Technical Service Manual.
2. Record the inspection results in the Aircraft Log.
3. Make an entry in the sailplane logbook that states compliance and method of compliance with this Service Bulletin.

5. Final Statements:

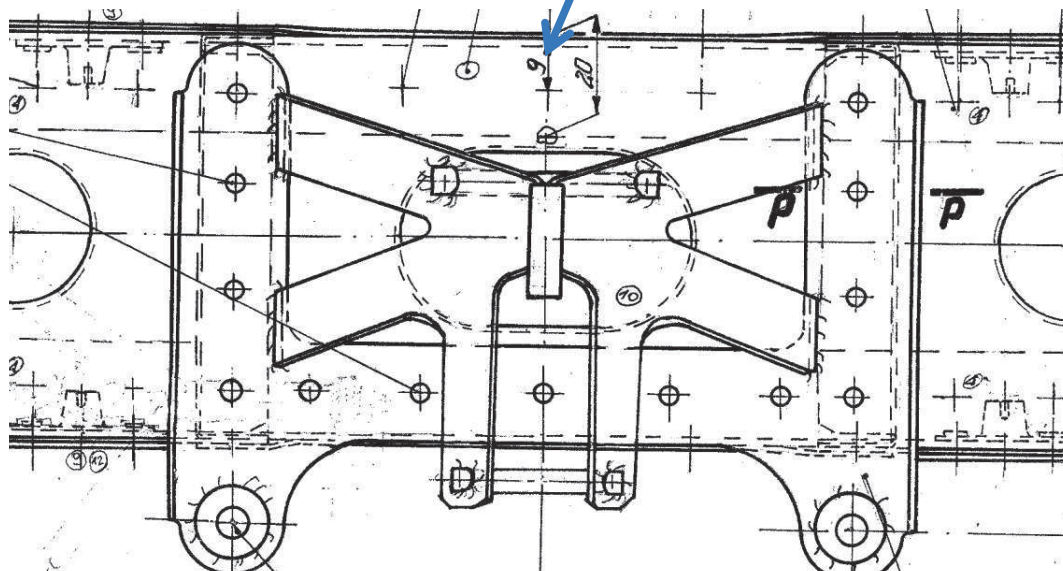
Estimated labor necessary to complete the Service Bulletin:
Inspection: 1.5 hours.

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6. Appendixes:

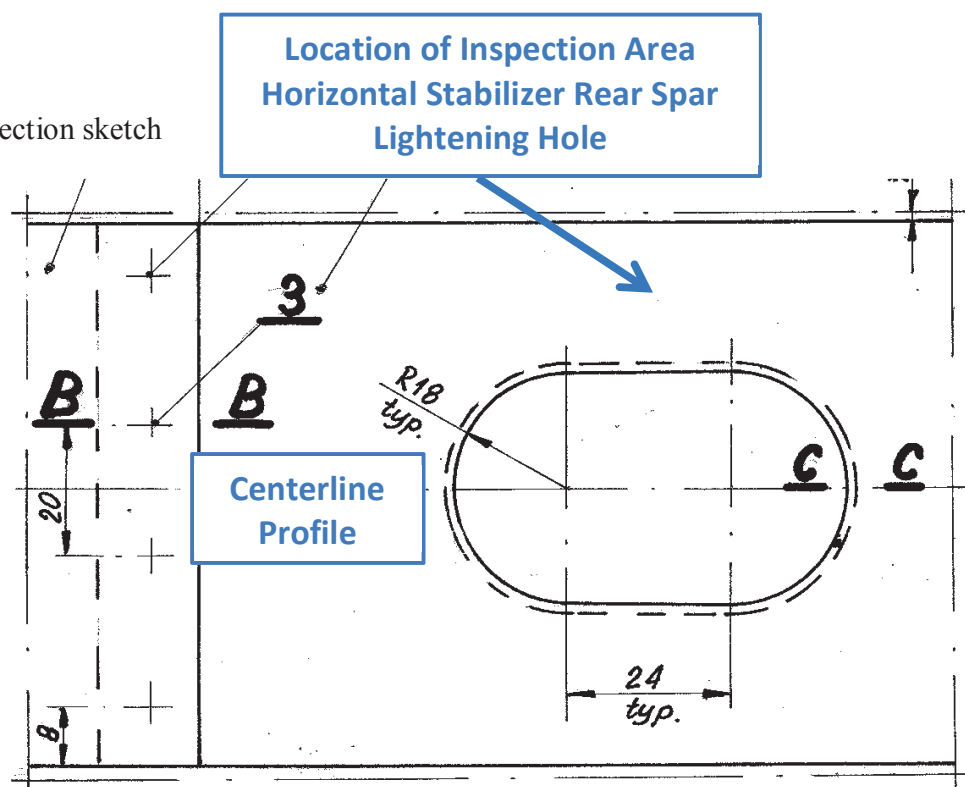


The inspection sketch



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The inspection sketch



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