



GFA AIRWORTHINESS DIRECTIVE

CANCELLED 21/05/2020

Refer EASA AD 2010-0108-E / PW-5

Airworthiness Advice Notice AN-107

APPLICABILITY: PW 5 and PW 6

SUBJECT: Cracking of horizontal tailplane rear attachment lugs

BACKGROUND: Cracks have been found in the lugs of the rear attachment fitting during inspection of two PW 6U gliders as detailed in an EASA AD. The PW- 5 glider is of similar design and consequently the British Gliding Association (BGA) has issued a mandatory inspection covering both types. Failure of the fitting would lead to loss of control.

DOCUMENTATION: EASA AD No.: 2010-0108-E PW-6U sailplanes

Zakład Szybowcowy "JeŚów" Henryk Mynarski Mandatory Bulletin (MB) BO-78-10-10 (PW-6 sailplane).

BGA Airworthiness Inspection Number 048/01/2010 Aft Tail Plane Attachment Fitting – Cracks PW-5 and PW-6

ACTION REQUIRED: With the tailplane removed carry out a close visual inspection of the aft tailplane fitting lugs for cracks or other signs of distress. If the lugs are cracked or otherwise damaged the aircraft may not fly.

WEIGHT AND BALANCE: Nil

IMPLEMENTATION: For PW-6 sailplanes required as indicated, unless accomplished previously:

(1) Before next flight after the effective date of this AD, inspect the rear attachment fitting of the horizontal stabilizer in accordance with the instructions of Zakład Szybowcowy "JeŚów" Henryk Mynarski Mandatory Bulletin (MB) BO-78-10-10.

(2) Thereafter, at intervals not to exceed 50 Flight Hours (FH), and after any hard landing, repeat the inspection required by paragraph (1) of this AD in accordance with the instructions of

SIGNED:


CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

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OF AUSTRALIA

Zakład Szybowcowy "JeŚów" Henryk Mynarski Mandatory Bulletin (MB) BO-78-10-10.

(3) If, during an inspection as required by paragraphs (1) and (2) of this AD, any crack and/or damage is detected, before next flight, contact Zakład Szybowcowy "JeŚów" Henryk Mynarski for approved repair instructions and accomplish those instructions accordingly.

(4) Compliance with the requirements of paragraph (2) of this AD can be demonstrated by:

(4.1) Revising as follows, unless accomplished previously, the Aircraft Maintenance Manual from which the Operator or the Owner ensures the continuing airworthiness of each operated sailplane:

Insert the Revision No. 03 to the Aircraft Maintenance Manual (this revision introduces a 50 FH periodic inspection and a systematic inspection after each hard landing of the horizontal stabilizer rear attachment fitting). and,

(4.2) Complying with the revised Aircraft Maintenance Manual described in paragraph (4.1) of this AD.

For PW-5 sailplanes required as indicated, unless accomplished previously:

(1) Before next flight after the effective date of this AD, inspect the rear attachment fitting of the horizontal stabilizer in accordance with the instructions of Zakład Szybowcowy "JeŚów" Henryk Mynarski Mandatory Bulletin (MB) BO-78-10-10. Whilst this bulletin is specific to the PW-6 the same inspection process can be applied to the PW-5 series glider.

(2) Thereafter, at intervals not to exceed 50 Flight Hours (FH), and after any hard landing, repeat the inspection required by paragraph (1) of this AD in accordance with the instructions of Zakład Szybowcowy "JeŚów" Henryk Mynarski Mandatory Bulletin (MB) BO-78-10-10.

(3) If cracking is found notify the GFA Airworthiness Department.