

**AIRWORTHINESS DIRECTIVE**

Issue 3

**CANCELLED 28.02.2017**  
**Refer Manufacturers and STC holders current data**

**TYPES AFFECTED:** BLANIK L-13 GLIDERS  
 Life extension modification and inspection procedure designed by D.J. Llewellyn. (AD 369 Option 8).

**BACKGROUND:** The Blanik 1-13 fatigue problem has been a major subject of concern since 1976. In 1984 D.J. Llewellyn designed a modification scheme, this was developed so that extended service life could be obtained.

This modification is defined in D.J. Llewellyn's drawing 78-E-1 and a Supplemental type certificate No 96-1 has been issued for L-13 Blaniks that have been modified accordingly. The glider will then be designated. Blanik L-13-A1.

The holder of the Supplemental type Certificate No. 96-1 is Riley Aeronautic's (Australia) Pty. Ltd.

**ACTION REQUIRED:** L-13 Blanik's may be modified at any stage of their service life in **strict conformance** with D.J. Llewellyn's drawing- 78-E-1, subject to the satisfactory condition of the glider at that time.

After modification, AD 369 Sheet 10 of 10, titled "Eddy Current Spar Inspection Condition Report" must be completed.. The previous Certificate of Airworthiness and Certificate of Registration are then to be attached. and returned to the G.F.A. Secretariat, Building 130 Wirraway Rd. Essendon Airport 3041, before a new Certificate of Airworthiness can be issued.

Designation to L-13-A1 is to be recorded in the gliders log book and all other documents relating to the glider. In addition a designation plate shall be secured in a clearly visible location in the gliders cockpit.

The serial number and total service time of each wing, fuselage and tailplane of the L-13 and L-13-A1 gliders shall be recorded clearly and separately in the glider's log book. All flight hours shall be logged to account for the different total time of each of the components. This is due to possibility of time out of service for maintenance, repair or use in other aircraft, differing the time of component relative to the aircraft.

Issued by:  
 John Ashford

For and on behalf of:

, Chief Technical Officer,  
 Airworthiness

4.5.1990

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Compliance with D.J. Llewellyn's drawing 78-E-1 would permit a maximum service life of:

12,000 hours total flight time

or

50,000 launches

(Whichever occurs first irrespective of launch method)

CRACKS: If the Eddie Current Inspection required shows cracks emanating from the rivet holes the G.F.A. C.T.O/A is to be advised before any further action is taken.

WEIGHT/BALANCE: The glider is to be weighed on completion and new cockpit placards fitted.

IMPLEMENTATION: The structural modifications must be carried out by a G.F.A. Inspector endorsed for "Major Metal Repair", or a C.A.A. approved metal airframe repair workshop.

COMPLIANCE: The requirements of this Airworthiness Directive are mandatory. This Airworthiness Directive is issued pursuant to the Civil Aviation Regulations under the delegated authority of the Civil Aviation Authority (CE05/88).