



AIRWORTHINESS DIRECTIVE

- TYPES AFFECTED:** All DG-100 and DG-100 ELAN sailplanes fitted with an all moving tailplane.
- SUBJECT:** Inspection/modification of the main fitting (L4) of the all-flying tailplane.
- BACKGROUND** Overseas investigation after the failure of the main fitting of the all flying tailplane has found that the weld penetration was not complete. The manufacturers have issued TN 301/15.
- ACTION REQUIRED** **BEFORE NEXT FLIGHT & EACH TIME THE FITTING L4 IS CHANGED**
- Inspect the main fitting of the all flying tailplane for correct weld penetration.
If the weld is visible inside the tube (see 1) the glider may be returned to service.
- If inspection does not show correct weld penetration, the fitting must be modified in accordance with the instructions included in this AD. (see 2)
- MATERIAL:** Welding Wire 1.7734.2 (Ansett Code No. 19-237)
- Available from Ansett Supply Dept.
Garden Drive, Tullamarine Vic 3043
- WEIGHT/BALANCE:** No change.
- IMPLEMENTATION:** Inspection of the weld to be carried out by the holder of a D.A. 1109 glider inspectors certificate authorised for C of A inspection any type.
- Welding to be undertaken by a C.A.A licensed welder or a GFA approved welder.
- COMPLIANCE:** The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to Civil Aviation Regulations under the delegated authority of the Civil Aviation Authority.

Issued by:

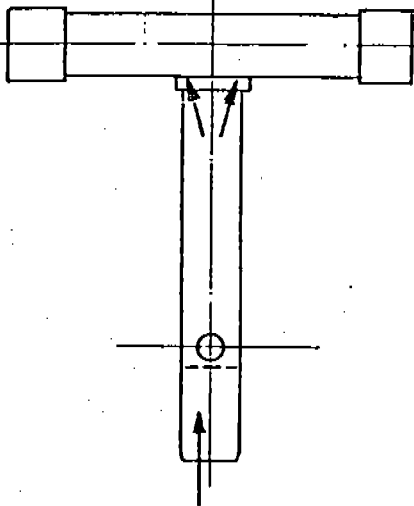
Chief Technical Officer,
Airworthiness

2/10/89

For and on behalf of:

GLIDING FEDERATION OF AUSTRALIA

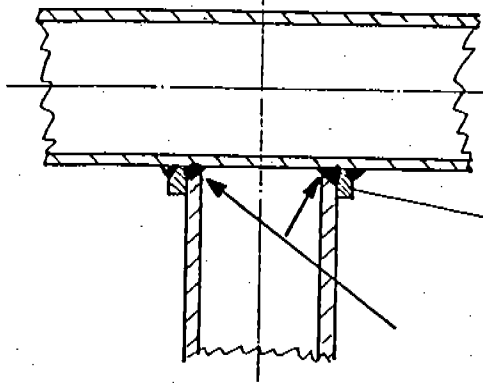
Sheet 1 of 2



1. INSPECTION FOR WELD PENETRATION

Inspect the welding in the edges inside the tube by means of an Endoscope or an other suitable method.

If a plastic plug is glued into the tube, the plug is to be removed and to be glued into the tube after the inspection and repair by use of metal adhesive.

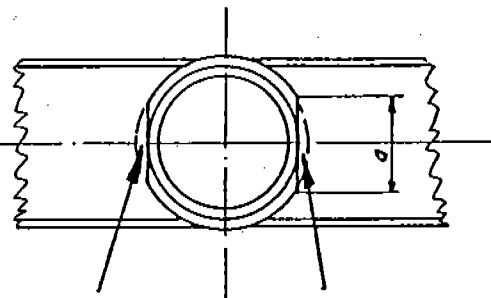


stop ring

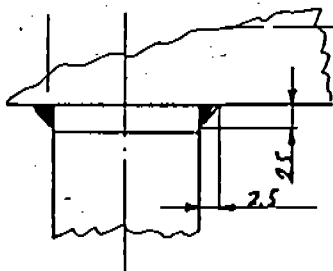
This welding must be visible inside the tube.

2. REPAIR OF THE FITTING L4

Note: The repair may be executed without removing the fitting from the tailplane.



- a. file off part of the stopring each side
- b. weld the fitting in the region "a". Therefore cover the structure of the tailplane with sheetmetal parts to protect it against heat.
- c. check again (see 1) if the welding is correct and visible from the inside of the tube.
- d. the missing part of the stop ring must not be replaced.
- e. preserve the inside of the tube with a suitable protecting agent for hollow spaces.



Thickness of welding 2,5 mm (0.1 in.)