

GLIDING FEDERATION OF AUSTRALIA

AD 378
(ISSUE 1)

AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: All ES52 Kookaburra Series Gliders

SUBJECT: Revision to operating limitations, Glue Inspection and Inspection of canopy locking system.

BACKGROUND: In March 1991 Kookaburra Mk IV VH-GRP was involved in a fatal accident involving an inflight structural failure. An AIRWORTHINESS ALERT was issued on the 6th March 1991 indicating advisory actions to be taken before further flight of the type. A specific cause of this failure has so far still not been established. The requirements of this AD are based upon what are thought to be the most probable causes of the accident and related problems.

DOCUMENTATION: The Maintenance Notes for Glider type must be revised to reflect the change of limitations and placarding indicated below and the CofA amended.

ACTION REQUIRED:

(A) PRIOR TO NEXT FLIGHT

1. The Vne for the Kookaburra Series Glider is forthwith reduced to 90kts IAS
COCKPIT LIMITATIONS PLACARD must revised to include: "Vne.....90kts IAS".

2. The canopy locking mechanism on Kookaburras with REAR HINGED canopies must be inspected to ensure that the engagement of the Locking Pin has at least 8-10mm of plain shank protruding through the mating hole in the plate on the cockpit coaming. If this condition

SIGNED:

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CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

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is not met the mechanism must be adjusted or modified to meet the requirement. This function should be checked at each DI, and is considered a NO GO item if the required condition is not met.

(B) CofA REVISION

3. On receipt of this AD return the CofA to the CTOA for revision.

(C) AT FORM 2 INSPECTIONS

4. At the next, and at each subsequent Form 2 Inspection when the examination for Glue Failure and rectification has been completed, (GFA/AN 1 provides guidelines for such an assessment), the CTO/A should be advised of location and extent of any Glue failure.

IMPLEMENTATION:

Actions 1 and 2 may be undertaken and verified by the holder of any GFA 1109, who may also may assess (2) the canopy. Action 2 should be signed off by GFA 1109 endorsed Minor Repairs (Any type). Action 4 requires clearance by an 1109 endorsed "C of A - Wood".

Completion of the AD and any rectification actions must be recorded in the aircraft Logbook and cleared on the Maintenance Release.

WEIGHT AND BALANCE: Not affected

COMPLIANCE:

The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to the Australian Civil aviation Regulations under the delegated authority of the Civil Aviation Authority (CEO42/90).