



AIRWORTHINESS DIRECTIVE

THE GLIDING FEDERATION OF AUSTRALIA Inc

GFA AD 482 Issue 2

Date: 2 May 2019

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

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Type Certificate Holder	SZD Jezow
Manufacturer(s)	PZL Bielsko
Types/Models Affected	SZD-9bis Bocian 1D and 1E
Serial Numbers	All
Subject	Replacement Of The Wing Drag Fittings
Implementation	MANDATORY
Background	<p>Factory fatigue testing has shown that the wing drag fittings are fatigue critical item.</p> <p>Issue 1 of AD 482 mandated replacement of the rear spar fittings in accordance with PZL Bielsko Bulletin BE-18/9bis/80 Bocian at 1,200 hours.</p> <p>Since Issue 1, the supply of new rear fittings has ceased and are unavailable. Issue 2 of AD 482 allows for an alternate means of compliance without replacing the rear fitting and carrying out ongoing inspections and restricting the aircraft to nil aerobatics. This limits the aircraft to typical operational stresses to less than 4 g which greatly extends the fatigue life of the wing rear fittings.</p>
Documentation	<ol style="list-style-type: none"> 1. PZL Bielsko Bulletin BE-18/9bis/80 Bocian. 2. GFA AD 158 Issue 2 dated 7 Apr 1998
Required Action(s)	<ol style="list-style-type: none"> 1. For gliders which have less than 1,200 hours time in service the wing drag fitting must be replaced upon reaching 1200 hours. <p>Gliders with more than 1,200 hours must have the wing drag fitting inspected in accordance with the requirements of GFA AD 158 Issue 2 before next flight. Inspection of the fittings may be performed by persons rated for Annual Inspections any type.</p> <p>If no cracks are found the part may continue in service until the next annual inspection when they must be replaced. If cracks are</p>

found then the fitting must be replaced before next flight.

A scheme for the replacement of the fittings is available from the GFA secretariat by asking for Enclosures 1 and 2 for Bulletin BE-18/9bis/80 Bocian.

Replacement of the fitting must be performed by persons rated for Major Repairs Wood.

Alternate Means of Compliance: Gliders with more than 1200 hours and the replacement fittings are unavailable. Create a new placard(s) as shown in Figure 1 and apply it to the front cockpit instrument panel (and the rear instrument panel if fitted).



Figure 1: Instrument Panel Placard

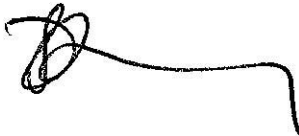
Create a new cockpit allowable airspeed placards as shown in Figure 2 and apply them to the front and rear cockpit.

VH-XXX	MAXIMUM FLIGHT SPEEDS	KNOTS IAS	AD 482-2
Winch Launch	Vw	62	
Aero Tow	Vt	75	
Manoeuver	Va	70	
Max Rough Air	Vr	70	
Air Brake Opening		97	
Air Brake Full Open		97	
Dive Smooth Air	Vne	108	
NO AEROBATICS ALLOWED			
WEAK LINK: AERO / WINCH / AUTO 600 kg			
AERO TOW OFF NOSE RELEASE WINCH / AUTO TOW OFF BELLY RELEASE			

Figure 2: Allowable Airspeed Placard

For aircraft with less than 3,000 hours time in service: Enter an inspection into the Maintenance Release (Form 1) to inspect the wing rear drag fittings in accordance with the requirements of GFA AD 158 Issue 2 every 120 hours / 400 landings or the next Annual Inspection (whichever is first) since the last inspection under GFA AD 158 Issue 1. Inspection of the fittings may be performed by persons rated for Annual Inspections any type.

For aircraft with more than 3,000 hours time in service: Enter an inspection into the Maintenance Release (Form 1) to inspect the wing rear drag fittings in accordance with the requirements of

	GFA AD 158 Issue 2 every 60 hours / 200 landings or the next Annual Inspection (whichever is first) since the last inspection under GFA AD 158 Issue 1. Inspection of the fittings may be performed by persons rated for Annual Inspections any type.
Compliance, Compliance Time(s) and Frequency	<p>Compliance with this Airworthiness Directive is mandatory and immediate on receipt of this AD.</p> <p>Compliance, including ongoing inspections taken pursuant to this Airworthiness Directive must be recorded in the aircraft log book.</p> <p>Compliance must be before next flight.</p>
Effect on Weight and Balance	No effect on W&B.
Issuing Authority	<p>Issued for and on behalf of The Gliding Federation of Australia Inc.</p> <p>Signed:</p>  <p>GFA Chief Technical Officer</p>
Effective Date	2 May 2019