



GFA AIRWORTHINESS DIRECTIVE

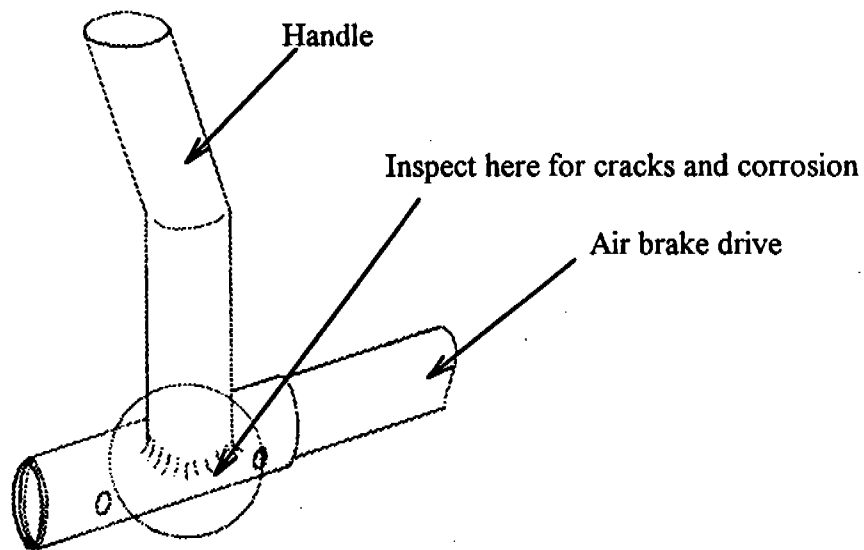
- TYPE AFFECTED:** IS-28B2 and IS-30
- SUBJECT:** Inspection of the airbrake handle for cracks and corrosion.
Modification of the airbrake handle.
- BACKGROUND:** The airbrake handle of an IS-30 (flown solo) broke away after the drive came out of the overcentre lock. The spoilers were sucked fully open leading to an accident as the brakes could not be closed.
- DOCUMENTATION:** No documentation
- ACTION REQUIRED:** Before next flight inspect the airbrake handles for cracks as shown in figure 1. Remove any rust for proper inspection. Use a magnifying glass and if in doubt use dye penetrant. If any cracks are found the modification according to figure 2 must be performed prior to the next flight. Otherwise the modification must be performed before the next Form 2 inspection is completed.
- The modification must be performed by a certified welder for aircraft. Corrosion is a problem at the handle of the airbrakes. Sweat is very likely to accumulate at the bottom of the handle leading to corrosion and cracks in the affected area. Thorough protection against corrosion after welding is essential for the modification of the airbrake handle.
- WEIGHT AND BALANCE:** No effect.
- IMPLEMENTATION:** This inspection must be performed by persons rated for Annual Inspections any type.
- COMPLIANCE:** The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.

SIGNED:


CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

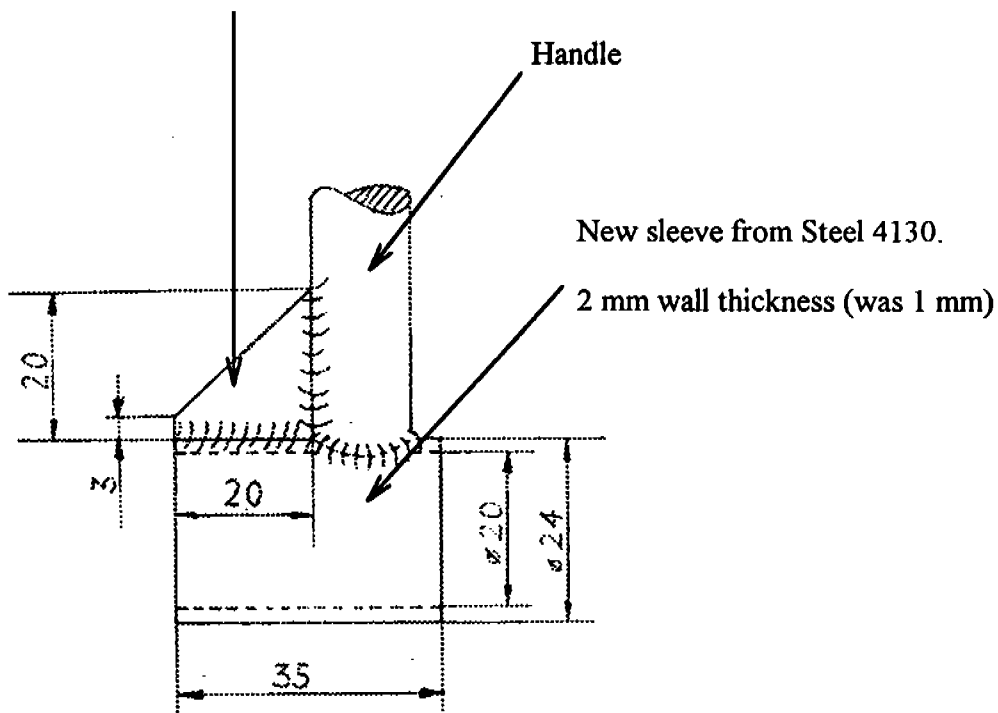
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Sketch of affected area for closer inspection**Sketch of modified air brake handle**

The sketch is schematic. Particularly the gusset has to be fitted properly into the rounded corner at the handle.

Gusset from Chromium Molybdenum

Steel 4130 ($t = .060$ inch = 1.5 mm)



Please fill in the appendix and send it back to the CTOA at the GFA Essendon office.

APPENDIX A

Type:

Registration Marks:

Hours of operation:

No of take offs and landings:

Corrosion in affected area: ☐ YES Strongly corroded ☐☐☐☐ Very little corrosion

☐ NO

Cracks in affected area: ☐ YES

☐ NO

Comments:

Signature of Form 2 inspector: