



GFA AIRWORTHINESS DIRECTIVE

CANCELLED 29.03.2017
REFER TYPE CERTIFICATE HOLDERS
CURRENT DATA

- TYPE AFFECTED: All ASH 25 sailplanes and ASH 25 E motorgliders.
- SUBJECT:
- 1.) Increase of the service life from 6000 to 12000 hours.
 - 2.) Inspection of elevator control linkage.
 - 3.) Additional safety device for the landing gear rear bolts.
 - 4.) Exchange of pages in the Flight and Maintenance Manuals.
- BACKGROUND:
- 1.) ***Increase of service life from 6000 to 12000 hours:*** Fatigue tests on fibre composite wings and wing spars have demonstrated that a service life expectancy of 12000 hours can be reached for these structural components. As these fatigue test programs did not examine the entire aircraft made of fibre composite, the service life of 12000 hours can be granted only if the long-term airworthiness of each individual aircraft is demonstrated in a special multi-stage inspection program (over and above the mandatory annual C of A inspections) for the purpose of increasing the service life.
 - 2.) ***Inspection of the elevator control linkage:*** In the case of two ASH 25, damages to the elevator control linkage have been overlooked after inadequately accomplished repairs in the areas of the landing gear and of the fin. These damages due to overstressing the elevator control linkage can lead to reduced control stiffness. The decrease of elevator frequency caused by this can in turn when being initiated accordingly, lead to a frequency coupling with the horizontal stabiliser and thus lead to flutter.
 - 3.) ***Additional safety device for the landing gear rear bolts:*** The two bolted connections of the landing gear H-strut to the fittings at the rear landing gear bulkhead have come loose in single cases. If these bolted connections are not covered with screw safety varnish,

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CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

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the bolted connection on each side must be undone and a lockplate must be added which must be bent upwards after retightening of the bolted connection.

DOCUMENTATION: Manufacturer's ASH 25 Technical Note No. 14 and ASH 25 E Technical Note No. 12 (attached to this AD). Further material, drawings and manual pages can be obtained from the Australian Schleicher agent or Alexander Schleicher GmbH & Co
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ACTION REQUIRED: 1.) In accordance with the Technical Note: Increase of service life after the "Inspection Program To Increase The Service Life ASH 25" has been done. 2.) Inspection, and if necessary repair, of the elevator control linkage. 3.) Installation of a lockplate for the landing gear rear bolts. 4.) Exchange of pages in the Flight and Maintenance Manuals.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: The works 1.) - 3.) must be carried out by an inspector rated for annual inspections (Form 2 inspector). The exchange of manual pages 4.) can be done by the owners.

COMPLIANCE: 1.) Increase of service life: before reaching 6000 flight hours.

2.) Inspection of the elevator control linkage: before the next flight, if a major repair in the landing gear or the fin area was done in the past years.

3.) Additional safety device for the landing gear rear bolts: at or before the next Form2 inspection.

4.) Exchange of pages in the Flight and Maintenance Manuals: Before 31-July 1999.

ATTACHMENTS: Schleicher Technical Note ASH 25 No. 14 and ASH 25 E No. 12.