

THE GLIDING FEDERATION OF AUSTRALIA

GFA AD 524
(ISSUE 1)

GFA AIRWORTHINESS DIRECTIVE

- TYPE AFFECTED:** Blanik L 13, all variants and serial numbers.
L 13 SW, L 13 SL and L 13 SEH Vivat, all variants and serial numbers.
- SUBJECT:** Tail-Fuselage Attachment Fitting.
- BACKGROUND:** On Blanik L 13 S/N 027226 the tail-fuselage attachment fitting has been damaged in service. This may lead to loss of control over the sailplane. The defect could be caused due to a lower strength material used during production.
- DOCUMENTATION:** LET Mandatory Bulletin No. L 13/085a (for all Blaniks) and Aerotechnik Mandatory Bulletin No. SEH 13-005a (for all Vivats) which herewith become part of this AD.
- ACTION REQUIRED:** Material test according to the manufacturer's bulletin. Only one of the two described test methods is required. The necessary equipment will be available to some GFA inspectors at certain times (see list below).
- WEIGHT AND BALANCE:** Not affected.
- IMPLEMENTATION:** Eddy current conductivity meter or Hardness tester.
- COMPLIANCE:** This AD is to be accomplished before 31. January 2000. This must be entered into the log book as outlined in the Mandatory Bulletin. The work and the log book entry is to be made by an approved NDT organisation or one of the GFA approved persons listed below. Results of the tests must be submitted to the CTO/A in writing.
- 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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OF AUSTRALIA

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GFA APPROVED INSPECTORS:

The following inspectors are endorsed by the CTO/A to perform NDT using an eddy current conductivity meter. They will be provided with the necessary equipment only for the time period shown here. Arrangements are to be made directly with these inspectors.

MIKE BURNS (Aviation & General Engineering), Tocumwal:
7.12.99 to 12.12.99 Ph. & Fax 03 5874 2914.

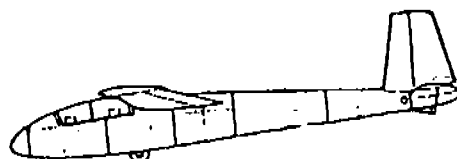
TOM GILBERT (T & J Sailplanes), Camden:
15.12.99 to 20.12.99 Ph. 02 4655 7079, Fax 02 4655 7078.

MARK MORGAN (Waikerie International Soaring Centre):
23.12.99 to 2.1.00 Ph. 08 8541 2644, Fax 08 8541 2761.

CRAIG TUIT (Glidair Services), Acacia Ridge:
5.1.99 to 16.1.00 Ph. & Fax 07 3277 2570, Mob 0417603938.

CHARLIE URWIN (Universal Plastics), Cloverdale:
19.1.99 to 30.1.00 Ph. 08 9361 8316, Fax 08 8541 2761.

Any arrangements for the time after the 30.1.00 may be done with the CTO/A. But there is no guaranty that the required test equipment will be available to the GFA afterwards.



MANDATORY BULLETIN

No. L13/085a

Concerning: L13, L13A sailplanes

Reason: On the L 13 BLANIK sailplane S/N 027226, the tail-fuselage attachment fitting P/N A 102 021 N made of 424253.11 material has been damaged in service.
The material of this component must be tested as instructed in this Bulletin.

To be accomplished not later than: December 31, 1999

To be accomplished by: The operator

Cost covered by: The operator

Material availability: ----

Validity: Upon the approval date.

Total number of sheets: 5

Ing. Pešák
Manufacturer

Engineering data contained in this Bulletin is CAI Approved.

Date: November 17, 1999

A. WORK PROCEDURE

1. Remove the oval cover located on the LH side of the fuselage, under the horizontal stabilizer.
2. Test the material of the attachment fitting P/N A 102 021 N as follows:
 - a) Conductivity measurement by means of eddy currents:
 - Recommended measurement frequency: 60 kHz
 - Probe diameter: not exceeding 15 mm
 - Measuring contact point: lower milled surface of the component, between the rivets (see Figs 1 and 2).

Permissible range of measured values:

% IACS	MS/m
28.5 - 35.0	15.0 - 20.0

Note: The surface protective coating of the component need not be removed.

- b) Hardness measurement by means of a portable digital hardness tester.
Measuring method: depending on the type of the hardness tester used, i.e. dynamic, ultrasonic, and/or by means of a manual probe.
Measuring point: lower milled surface of the component.
Measured value: not lower than 100 HB.
 - c) Any other measuring method must be approved by the sailplane manufacturer before it can be used.
- 3.1 If the values measured during the check are within the permissible limits specified above, make a record in the sailplane logbook (see section H of this Bulletin). The sailplane operation can be continued without any limitations.
- 3.2 If the values measured during the check are not within the permissible limits, the attachment fitting P/N A 102 021 N must be replaced before the sailplane operation can be continued.
4. If the attachment fitting P/N A 102 021 N is to be replaced, the operator shall place an order with the manufacturer, stating the sailplane Serial No., number of flight hours, registration mark, and number of its repairs and / or overhauls.
5. The manufacturer will send to the operator the material required for replacement, together with a bulletin providing the work procedure.
6. After the check, reinstall the inspection hole cover.

B. MATERIAL REQUIRED FOR MODIFICATION OF ONE SAILPLANE

None.

C. ILLUSTRATIONS

Figs 1 and 2.

D. DOCUMENTATION REQUIRED

None.

E. TOOLS REQUIRED

Material hardness testing equipment:

- Eddy current conductivity meter
- Hardness tester

F. SPARE PARTS IN OPERATION

The spare parts in stock, if any, must be tested as instructed in Section A, item 2 of this Bulletin.

G. SAILPLANE MASS

Not affected.

H. RECORD IN LOGBOOK AFTER BULLETIN IMPLEMENTATION L13/085a

Attachment fitting P/N A 102 021 N material hardness tested.

Measured values:

Sailplane cleared for operation.

Date:

Carried out by:
(legible signature of
authorized engineer)

I. ACCOMPANYING DOCUMENTATION

Not affected.

Contact Address: LET, a. s.
Product Support Dept.
686 04 Kunovice 1177
Czech Republic
tel 0632 / 55 44 96; fax 0632 / 56 41 13
E-mail: ots@let.cz

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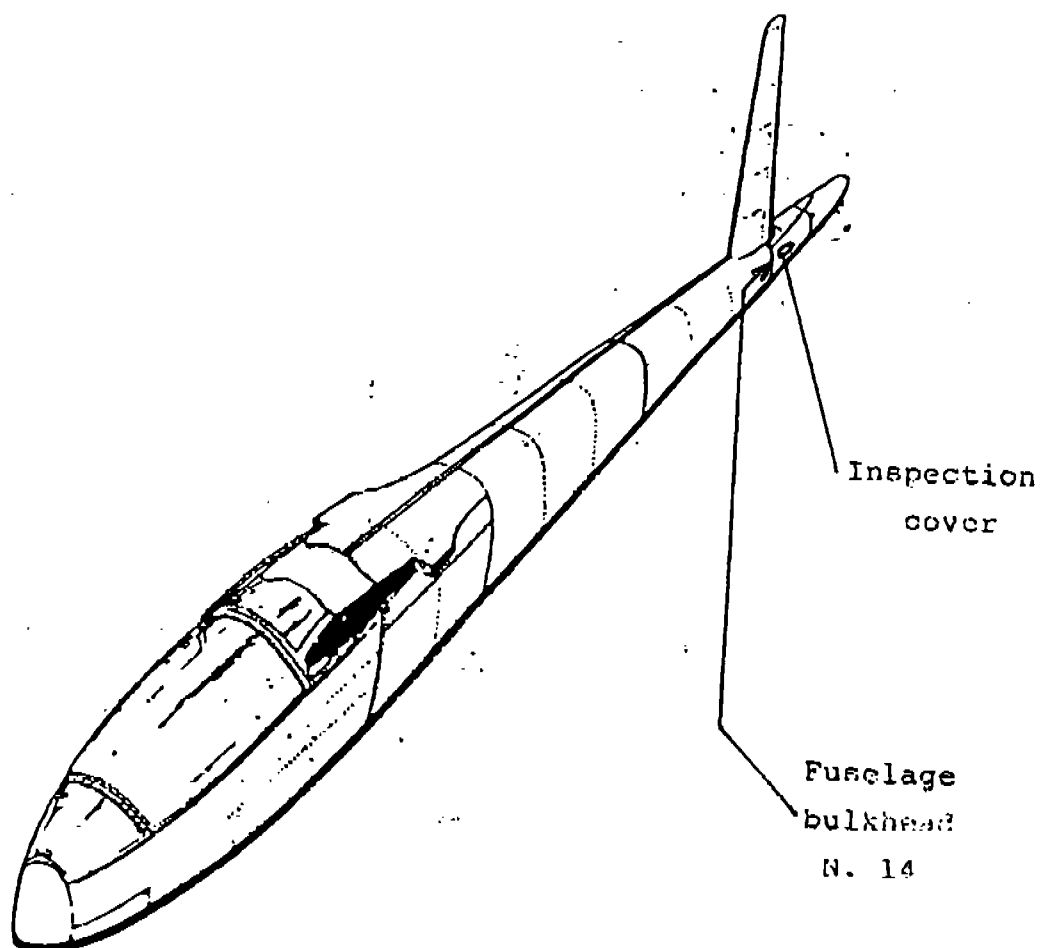
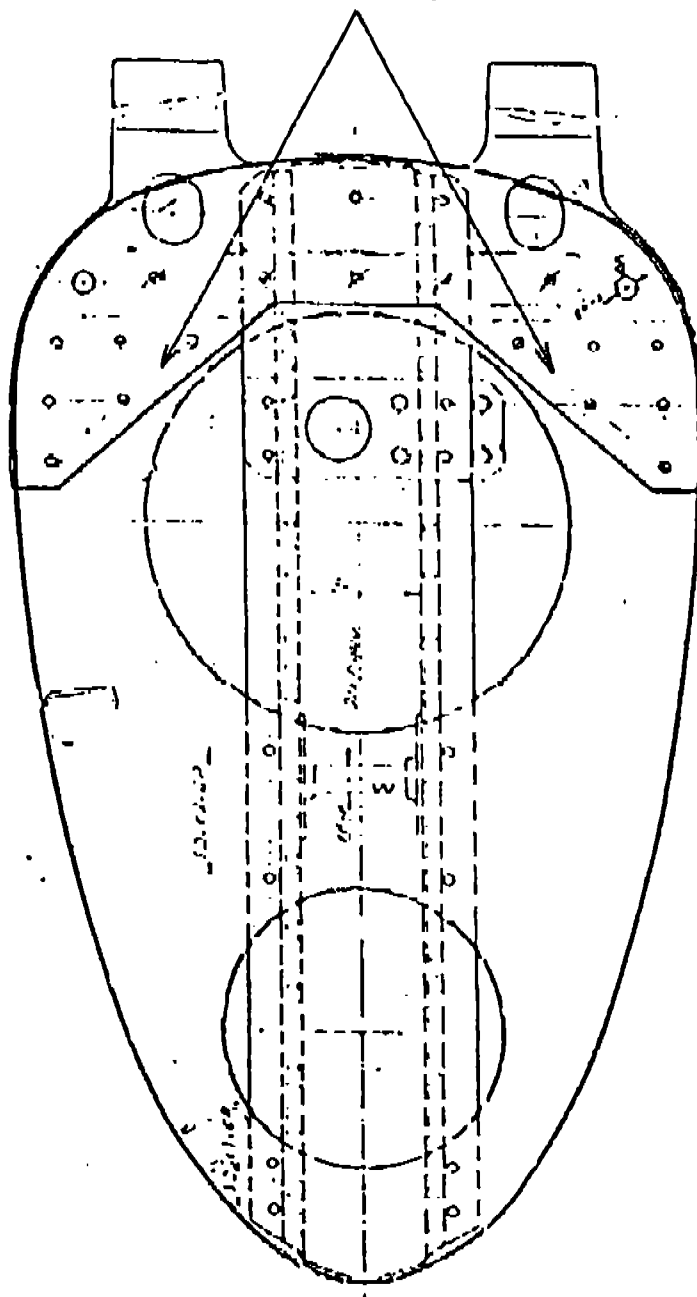


Fig. 1

Measuring contact point



Fuselage bulkhead N. 14 with attachment fitting P/N
A 102 021 N

Fig. 2