



THE GLIDING FEDERATION OF AUSTRALIA



GFA AD 538
(ISSUE 1)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: KR-03A Puchatek, serial numbers 01-01 to 01-06, 02-01 to 02-15, 03-01 to 03-24, 04-01 to 04-20 with airbrake arms No. AB.20.030.00.13 (LH)/23 (RH).

SUBJECT: Cracking of airbrake central actuating arms.

BACKGROUND: Cracks have been found in the arms in aircraft of the above serial numbers, fitted with arms of the above part numbers.

DOCUMENTATION: PZL-Krosno Mandatory Bulletin No BE-34/KR-03A/96 forms part of this AD.

ACTION REQUIRED: Carry out actions described in Section 4 of the attached PZL-Krosno Bulletin. If cracking is found, the aircraft is to be grounded until replacement arms are fitted. If no cracking is found, the aircraft may continue in service, subject to periodic inspections every 50 flying hours or 6 months, whichever comes first.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: Before further flight.

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:

Mr L. Wright
for CHIEF TECHNICAL OFFICER AIRWORTHINESS



For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

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APPROVED BY:

Production Director

ACREED WITH:

General Inspectorate
of Civil Aviation

Chief Inspector
of Civil Aircraft
Inspection Board

Date 96.09.30

BULLETIN NO

BE-34/KR-03A/96

Category: Mandatory

Subject: checking out the air brake's arms
of the KR-03A gliders

Chief Designer

Translated by

Krosno

WSK

"PZL - Krosno"

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1. The reason for the Bulletin's introduction.
On the KR-03A glider of s/n 03-22 being operated in the USA, a crack appeared on the air brake's left arm used for the extension of the air brake. The reason for this was probably an incorrect welding and poor anticorrosion protection. The present Bulletin aims to make an inspection action regarding the a/m arms and, in consequence, it protects against unfortunate events.

Basis: FAA Report about the failure, dd.
3.09.1995.
GRAR nr 6/95 (GRAR-Grupa Robocza Analizy Reklamacji).

2. List of gliders being covered by the Bulletin.
The KR-03A gliders of s/n : 01-01 to 01-06,
02-01 to 02-15, 03-01 to 03-24, 04-01 to 04-20
with air brake arms no. AB.20.030.00.13/23

3. List of enclosures.
The pages of the Maintenance Manual:
- page 4.4, 4.5, 5.33 of IO-AB-00.02, Nov.1990
- page 27, 28, dwg.16 of Maintenance Manual
with the Schedule of Periodic Works, Issue I,
July 1989.

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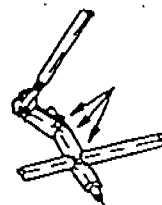
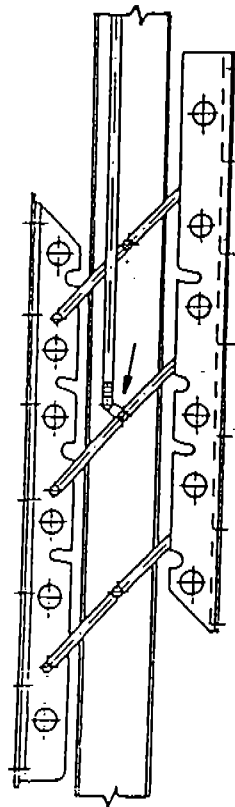
If any cracks are detected the arm must be replaced with no exemption. In such a case contact the manufacturer of the KR-03A glider in order to get the a/m arms (acc. to the new design) and instruction to carry out the arm's replacement.
The operators of the gliders covered by the warranty will be supplied with the arms free of charge, however remaining ones will be charged.
If the corrosion spots are noticed on the arms the rust should be removed and then the anticorrosion protection is to be applied. The inspection is to be repeated periodically either each 50 flying hours or 6 months whichever comes first.
When making wing's repairs for which fabric has to be removed it is recommended to replace the arms with the ones of the new design.

5. Bulletin's introduction
The Bulletin is to be introduced by the operators of the KR-03A gliders.

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- page 28, 29 and 64 from Technical Service Manual with the Schedule of Periodic Works, Issue I, July 1989.

4. Description of the work to be done.
Check out the condition of the extension arms of the air brake in the area of the axle and brake's lever with regard to the cracks and corrosion appearance (see sketch).
Make the visual inspection using an enlargement (5x) and other available non destructive tests having dismantled air brake's plates.



arrows show places to be inspected

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6. Deadline. To be introduced after the Bulletin's receipt. 7. Final resolution. After the inspection action is taken, the fact of the Bulletin's introduction is to be recorded in the glider's log-book. The glider's mass is not changed . The Flight Manual and Spare Parts Catalogue do not have to be revised. The pages of the Maintenance Manual need to be revised (incorporation of the additional inspection). WSK "PZL-Krosno" encloses the revised pages of the Maintenance Manual to the Bulletin. The MM's pages to be replaced. The dismantled arms are to be scraped. - THE END - Prepared by: P. Smarzowski		

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