



THE GLIDING FEDERATION OF AUSTRALIA

GFA AD 546

(ISSUE 1)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: Mistral-C.

SUBJECT: Residual momentum of ailerons.

BACKGROUND: Cases have been found of residual momentum (mass and balance) of ailerons being out of normal limits.

DOCUMENTATION: Luftfahrt-Bundesamt (LBA) Airworthiness Directive No 2001-89 and Eichelsdoerfer GmbH Technical note No 329-089 form part of this AD.

ACTION REQUIRED: Carry out the inspection and/or rectification actions required by the above-mentioned LBA AD and Eichelsdoerfer Technical Note.

WEIGHT AND BALANCE: Aircraft weight and balance not affected.

IMPLEMENTATION: Before further flight. Inspection to be carried out by inspector holding Annual Inspection FRP or higher qualification. Rectification to be carried out by inspector holding Minor Repair FRP or higher qualification.

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:



for

CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

GFA AD 546

ISSUE: 1

2 March 2001

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**Airworthiness
Directive
2001-089**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Valentin Flugzeugbau

Effective Date: February 23, 2001

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Valentin Flugzeugbau, Germany
Type:	mistral-c
Models affected:	mistral-c
Serial numbers affected:	all
German Type Certificate No.:	329

Subject:

Ailerons - Residual momentum of ailerons

Reason:

Recently inspections have shown, that the residual momentum of the ailerons are not in their normal limits.

Action:

Measure the residual momentum of the ailerons according with the instructions given in the Maintenance Manual. If the momentum of the ailerons are not in limit, perform a repair in accordance with the instructions given in the Operational Instructions.

Compliance:

Before the next flight.

Technical publication:

Eichelsdörfer Technical Note No. 329-013 dated February 08, 2001 which becomes herewith part of this AD can be obtained from Messrs.:

Eichelsdörfer GmbH
Hafenstr. 6

D-96052 Bamberg
Federal Republik of Germany

Phone: ++ 49 951 61413
Fax: ++ 49 951 67772

Accomplishment and log book entry:

Action to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

Holders of affected aircraft registered in Germany have to observe the following:

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

Instructions about Available Legal Remedies:

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!



Technical Note
No. 329-013

Eichelstdorfer GmbH
LTB LBA II B-14

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Subject: Residual momentum of ailerons

Affected: Sailplane MISTRAL C (Type Certificate-No. 329)
all serial-nos.

Urgency: Before next flight

Reason: Recent checks have shown, that the limits for the residual momentum of ailerons are not met.

Action: Measure the residual momentum of the ailerons according to the instructions of chapter 2.7 „Rudermomente“ of the Maintenance Manual Mistral C, page 16, issue March 19.
If the limits are not met, a repair according to Operational Instruction 329-13 is required.

Material: The Operational Instruction 329-13 is available from:

Eichelstdorfer GmbH
HafenstraÙe 6
D-96052 Bamberg
Tel.: +49-951-61413
Fax: +49-951-67772
e-mail: info@flugzeug-eichelsdoerfer.de

Weight and balance: Influence negligible, if the variation of the mass of both ailerons does not exceed 0.5 kg.
Otherwise a weighing of the component parts and of the empty-mass-C.G. is required, and the weighing report must be put up to date.

Accomplishment and certification: By an approved Service Station;
Entry into the sailplanes logbook.

Bamberg, February 8th 2001

M. Hansen

LBA-approved:



Beckmann

The german Original of this Technical Note has been approved by the LBA under the date of 20.02.01, and signed by Mr. Beckmann. The translation into English has been done by best knowledge and judgement. In any case of doubt the German original is authoritative.



Operational Instruction

No. 329-013

Eichelsdörfer GmbH
LTB LBA II B-14

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*This Operational Instruction refers to the Technical Note No. 329-013
(Sailplane MISTRAL C).*

*It is applicable, if the accomplishment of the TN has ascertained, that the
residual momentum of the ailerons is out of limits.*

Step 1: If the total mass of the aileron (mass of aileron and balancing weight) does allow, the residual momentum may be reduced by increasing the balancing weight.

- Warning:**
- The mass limit of 4.48 kg referring to the mass of one aileron including balancing weight must not be exceeded.
 - The mass of the balancing weight is limited to 0.95 kg.
 - The maximum residual momentum of 13.9 kgcm (referring to a mass of the aileron including balancing weight between 3.96 and 4.84 kg) must not be exceeded.
 - The aileron deflection (see section 3.2 „Einstelldaten“ of Maintenance Manual „Mistral C“, page 29, eff. Dez. 77) must not be cut down by the increased balancing weight.

If this is not practicable: → operation step 2

Step 2: If, after using to advantage the maximum of weight balancing, the residual momentum exceeds its limit only a little, you may try to reduce the residual momentum to the limit by grinding off thick layers of topcoat and mastic, which may exist possibly.

Warning: When grinding off topcoat and mastic, fibres of the exterior fabric must not at all be damaged. If this should happen, a repair would be required, frustrating all efforts to reduce the residual momentum.

If this is not practicable: → operation step 3

Step 3: If the residual momentum cannot be brought to the allowed limit by removing useless layers of topcoat and mastic, too heavy areas of the GRP shells behind the hinge axis must be replaced.

For this repair the following documents must be regarded: Drawing Nos. ZT 30.0 and ZT 034; Laminating Scheme Nos. LT 5.0, LT 6.0, LS 1.0, LS 2.0, LS 3.0 and LS 4.0.

Note: This repair may be accomplished by the type attendants service station only, because type specific moulding tools are required.

Feb 8th, 2001

M. Hamm