



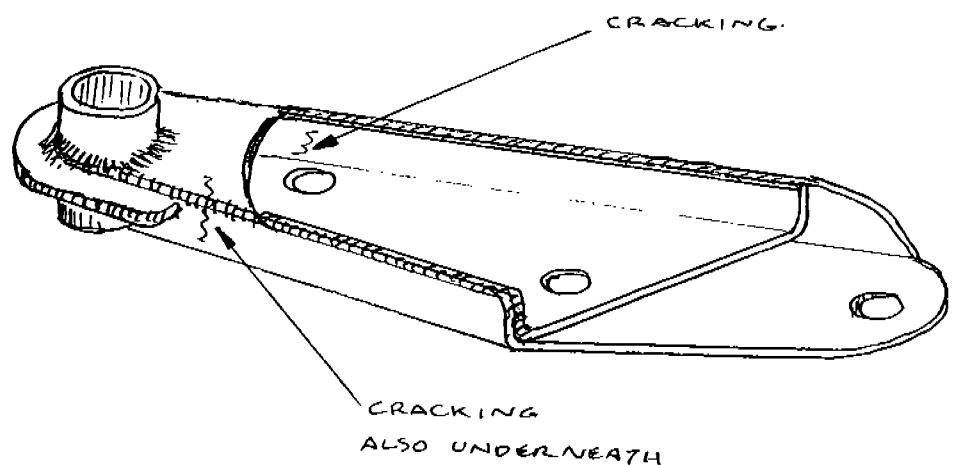
GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: ES-60B Super Arrow

SUBJECT: Cracking of tailplane mounting brackets.

BACKGROUND: During a 30 year survey on an ES-60B, cracks were found in the tailplane mounting brackets in the fuselage. The brackets had been previously repaired by welding and were considered to be beyond further repair. New mounting brackets were manufactured and fitted.

See drawing below for locations of cracks.



SIGNED:

[Signature]
CHIEF TECHNICAL OFFICER AIRWORTHINESS



For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

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ACTIONS REQUIRED:

1. Check tailplane mounting brackets for cracks, using dye-penetrant method.
2. If no cracks are detected, the aircraft may be returned to service.
3. If cracks are detected, the aircraft must not be flown and it is necessary to proceed as follows :-
 - (a) If there has been no previous repair carried out, the brackets may be repaired by welding. The repair must be TIG-welded by a CASA-approved welder and a release note is required for the work in accordance with MOSP Part 3, Section 6.11.
 - (b) If there is evidence of previous repair work, further repair is not permitted. New brackets must be made and fitted.
4. If new brackets are required, two alternatives are available;
 - (a) They may be manufactured and welded up by any person holding CASA welding authority, using the original brackets as a template. The material is to be commercial mild steel plate of the same thickness as the original.
 - (b) They may be obtained from Aviation and General Engineering, PO Box 139, Tocumwal, 2714 (P/F 03 5874 2914). If this option is chosen, it will be necessary to send the original brackets to A.G.E. for use as a template.

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.