



GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: ASW-28, serial numbers in the range 28001 to 28029, except for 28001, 28008, 28023, 28025, 28026 and 28028, which have been back to the factory to be checked. Serial number 28030 and upwards have all been checked prior to delivery.

SUBJECT: Check of safety of the aileron hinge pins.

BACKGROUND: Safety rivets are used to secure the aileron hinge pins in place. Cases have been found of loose safety rivets, which may permit the hinge pins to move in a spanwise direction and possibly fall out.

DOCUMENTATION: Alexander Schleicher Gmbh Maintenance Instruction dated 5 September 2001 forms part of this AD.

ACTION REQUIRED: Carry out actions as per attached Maintenance Instruction. (Note that page 2 of the Maintenance Instruction was not supplied to us - kindly notify the results of the check to GFA by letter or email when the AD has been complied with and GFA will inform the factory).

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:

SENIOR TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

ASW 28
Maintenance Instruction
Safety of aileron hinge pins

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Subject: Check of the safety of the aileron hinge pins.

Applicability: All ASW 28, LBA - Document No. 423, Serial Number 28001 through 28029, except for 28001, 28008, 28023, 28025, 28026 and 28028, which are already checked.
From serial number 28030 onwards appropriate checks were done prior to delivery.

Compliance: Immediately, prior to next take-off.

Reason: During an annual inspection loose safety rivets were found, which secure the aileron hinge pins. There is the danger, that some hinge pins may move in span direction, so that they may be pushed out of the hinge in a worst case.

Action: 1) For inspection of the aileron hinges the Mylar cover on the lower wing surface must be carefully lifted. The sealing Teflon tape underneath must be cut in flight direction with a sharp knife between the head of the clevis pin and the wing side hinge fitting, just big enough, that a screw driver can be entered between pin head and fitting and when entering is possible, by rotation of the screwdriver attempting to move the pin in span direction. Check at the same time, if the safety rivet is loose (see Fig. 1 & 2).
When the screwdriver can not be entered and the safety rivet is tightly in place, no further action is necessary.
When all hinge pins can not be moved, the ASW 28 can be put back to operation. The small cuts in the Teflon tape can be sealed by some grease and the elastic Mylar cover must not be distorted.

2) Loose and/or not correctly engaging safety rivets must be exchanged against new blind rivets with flat round head (= Flachrundkopf in German) of the dimension diameter 2,4mm x 5 mm long, according to DIN 7337 A to secure the hinge pin. During setting the rivets apply some force to the rivets, so that they are additionally pushed into the holes. Reset the tool when necessary. Check the hinge pin and safety rivet. Now apply a new Teflon sealing tape as well as a new Mylar cover as it may have been damaged too much. Partial replacement in sections is possible.

Please fill in the attached sheet 2 of this Maintenance Instruction to prove the check and/or replacement of the safety rivets when applicable and return it or a copy to the AS factory.

Material and drawings:

Fig. 1 QR-Antriebslager / aileron actuator
see File: \280 WA Lager F1.jpg

Fig. 2
see File: \280 WA Lager F2.jpg

Rivets as well as sealing tape and Mylar covers are available from the factory or from the stock of our sales representatives.

Notes: All actions can be done by a competent person and must be documented in the log book.

Poppenhausen, September 05, 2001

Alexander Schleicher
GmbH & Co.

by order
(Lutz-Werner Juntow)

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