

AIRWORTHINESS ADVICE NOTICE

TYPE AFFECTED: KR-03A Puchatek.

SUBJECT: Miscellaneous airworthiness information.

BACKGROUND: This AN records airworthiness information which is useful to know. Items 2, 3 and 4 under "Defects" are new since the last issue.

APPROVED MODIFICATIONS:

1. SPRING IN AIRBRAKE SYSTEM

PZL-Krosno Bulletin BE-17/KR-03A/91 contains information on the installation of a spring in the airbrake system to reduce pilot operating force.

This Technical bulletin is available from the GFA secretariat.

DEFECTS:

1. CRACKING OF CENTRE AIRBRAKE ARM PIVOT TUBE

There has been one reported case of cracking of the centre airbrake arm pivot tube (part number D6-5 or D6-6). This part pivots using steel on steel bearings and light corrosion on these bearings may contribute to the cracking of the part. It is recommended that the part be regularly inspected for cracks and that the bearings be regularly oiled to prevent corrosion.

2. NOSE RELEASE CABLE ASSEMBLY

A case has been reported of insufficient travel of the actuating cable of the nose-release, caused by flexing of the lower fuselage bracket to which one end of the Bowden cable is attached, together with consequent cracking of the Bowden cable guide tube. The problem was found on VH-GKD after 1600 hours time in service.

Whether the problem is present on any particular aircraft can only be checked by removing the nosecone and having a really good look. The following sketches and associated notes were provided by Rod Haase, Southern Downs Soaring Club.

SIGNED:

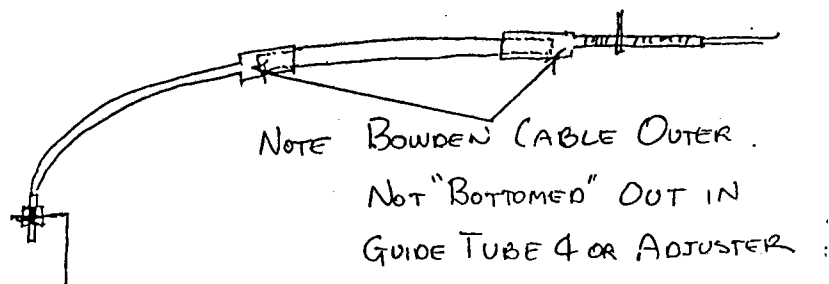
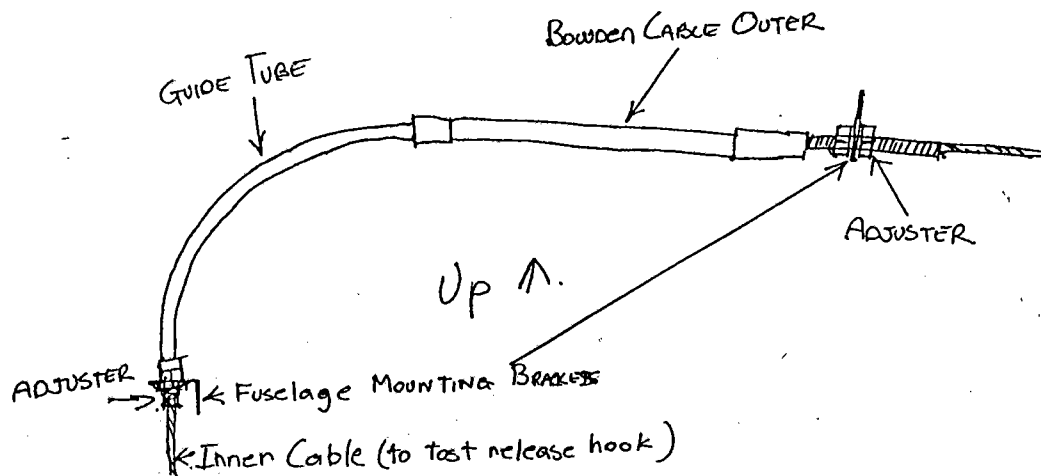
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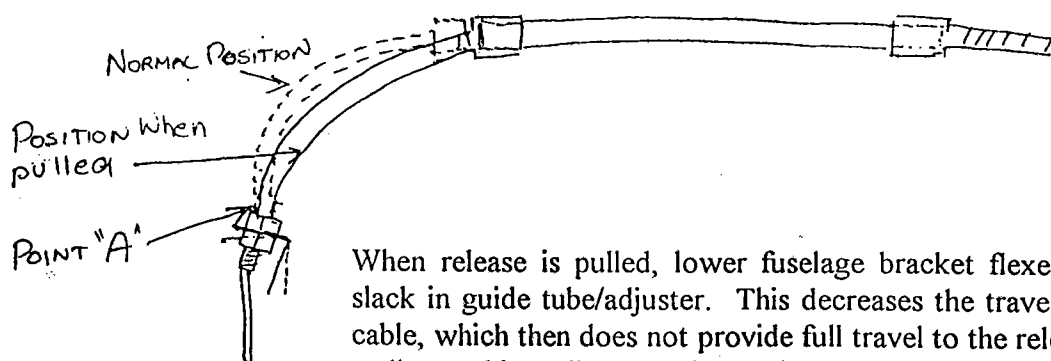
For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

Puchatek nose release - basic layout



What happens when the release is pulled



When release is pulled, lower fuselage bracket flexes to take up slack in guide tube/adjuster. This decreases the travel of the inner cable, which then does not provide full travel to the release hook, as well as making adjustment impossible.

On GKD, the guide tube had broken due to fatigue at point "A". This left the sharp edges of the guide tube bearing against the inner cable, which it damaged.

This had the effect of possibly jamming the hook so that it may either fail to release or cause premature release.

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3. PAINT CRACKING AROUND RIVET HEADS ON UNDERSIDE OF WING

One case has been reported of paint cracking around the rivet heads on the underside of one wing of Puchatek VH-KRF, on each side of a joint in the metal skins just inboard of the airbrake box, suggesting "working" of the rivets. The aircraft had a total time in service of 414 hours and had done 3017 winch launches at the time the paint cracking was discovered.

Items 2 and 3 were both the subjects of Defect Reports submitted by Inspectors. Inspect aircraft against this AN for any sign of either or both of these defects. Kindly report any findings to the GFA STO/A.

4. RECORDING OF AIRCRAFT TIME IN SERVICE

This is a reminder that AD 516 of September 1999 requires that aerobatic flight time must be recorded as 6 times that of non-aerobatic time and that compliance with the AD is recorded as an entry in the aircraft's logbook.