



THE GLIDING FEDERATION OF AUSTRALIA INC

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Airworthiness Alert 2012-2

All Grob 109 Aircraft

CANCELLED 19 OCT 2022
Refer GFA AN 062

Background

On 24/9/2011, a G109 in South Australia lost its canopy whilst under power and flying straight and level at 90 knots IAS. The air was smooth and visibility in excess of 10 km.

Another G109 two weeks ago lost its canopy near Canberra. A written report has not yet been received but a verbal report stated the aircraft was in gusty lift and banking to the right. The engine was at idle, the ASI reading 60 knots.

The canopy on both occasions departed the aircraft cleanly causing no further damage.

Recommendation

Action 1.

Inspect the emergency canopy release system before further flight.

Ensure the emergency handle is in the fully locked position and is lock wired with frangible 'tell tale' copper wire. The copper wire condition is to be inspected at each daily inspection and if not broken, ensures that the emergency release handle is in the fully locked position.

Action 2.

Registered Operators of all Grob109 motorgliders, must conduct a functional test of the emergency release system.

A detailed inspection of the canopy release mechanism and associated fitments, including the canopy should then be completed.

Refit the canopy in accordance with the Maintenance Manuals instructions.

Certification

In reference to action 2 above, the inspection and canopy reinstallation shall be recorded in the aircrafts Maintenance Release or Logbook and certified accordingly by an appropriately qualified GFA 1109 maintenance engineer.

If you have any further questions please contact this office.

Regards

A handwritten signature in black ink, consisting of a stylized initial 'D' followed by a long horizontal stroke that ends in a small hook.

Dennis Stacey
GFA, Chief Technical Officer