



THE GLIDING FEDERATION OF AUSTRALIA

AIRWORTHINESS ADVICE NOTICE

REPLACED BY
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CANCELLED

Issue 2
Date 23/2/1983

Sheet 1 of 2

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COMPONENT AFFECTED: Autoflug 4 point harness using the Gl-2 buckle.

SUBJECT: Inspection and possible repair/replacement of both harness webbing loose lugs and fixed lugs.

BACKGROUND: Service experience in Australia shows that the loose lug used to plug 3 of the straps into the Gl-2 buckle may have not been manufactured properly, having sharp edges which can cut the harness webbing, also sweat and moisture may cause rusting of the edges of the slot, the rust in turn cutting the webbing. Similarly the 4th strap attaching to the buckle by the fixed lug may be defective.

NOTE: THIS ISSUE COMPLETELY SUPERSEDES ISSUE 1, dated 7/10/82.

RECOMMENDED ACTION:

As soon as possible inspect the harness as shown on Sheet 2 for damaged webbing.

If damaged webbing or excessive lug corrosion is found, that constitutes a defect which must be rectified. ("Damaged" meaning strands in the outside layer of the webbing worn through).

RECTIFICATION:

Autoflug have made available replacement lugs Pt No. AFG0314259, available through the GFA Secretariat. These lugs are stainless steel, unplated, with smooth edges. Stainless steel fixed lugs are also available. Replacement of lugs will require re-ending of the existing straps if they have sufficient excess length, or completely replace the webbing with webbing of the same type.

Any harness repair must be done by an approved harness manufacture or repair organisation.

COMPLIANCE: This inspection is strongly recommended.

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M.P. BURNS.

CHIEF TECHNICAL OFFICER AIRWORTHINESS
GLIDING FEDERATION OF AUSTRALIA.

CANCELLEDInspect and replace
3 loose lugs as
required**CANCELLED**Inspect and replace fixed
lug if requiredWebbing worn here on
folded edge.This slot may
cut webbing,Edge may
become rustedWebbing worn here
on folded edge.Folded webbing
through lug.