

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRWORTHINESS ADVISORY NOTICE

GFA/AN 29 GENERAL 4

Glider Types Affected:

All gliders with quick connect ball joint control connections including

Schemp-Hirth Standard Cirrus

L.S.1.F

D.G. 100

PIK 20

Background:

Rolladen Schneider Technical Bulletin No. 21 draws attention to incidents which have occurred due to incorrect connection of quick connect/disconnect ball joint control couplings.

While the bulletin refers particularly to Rolladen Schneider L.S.1 series gliders the same sort of couplings are used on many types of gliders and in some types such as the L.S.1.F, Schempp-Hirth Standard Cirrus, Glaser Dirck D.G.100 etc., visual inspection of correct connection is not readily carried out.

Required Action:

The attached illustrations show the difference between correct and incorrect assembly of the ball joint coupling.

Even when visual inspection of the connection is readily carried out the following physical check should also be carried out.

After engaging the coupling apply a pressure of about 5 kilograms (10 - 11 pounds) in the opposite direction to that necessary to engage; that is in the direction to effect disconnection, also check by feel the position of the spring loaded locking wedge to ensure that it is in the fully engaged position.

This notice is to be brought to the attention of all daily inspectors responsible for daily inspections of gliders fitted with the above described type of control coupling. In addition affix a copy of this notice in the G.F.A. Form 1 Daily Inspection book for each affected glider.

*Douglas Lyon*

Douglas Lyon  
CHIEF TECHNICAL OFFICER AIRWORTHINESS  
GLIDING FEDERATION OF AUSTRALIA

Date of Issue: 10th February, 1978.

Distribution:

Owners of above aircraft.

Department of Transport

C.T.O.s A and Ops

R.T.O.s/A

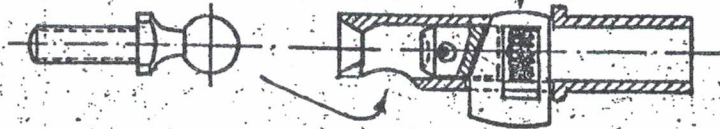
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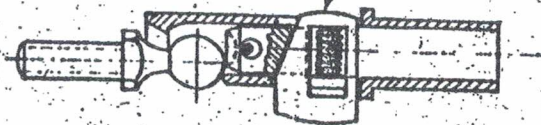
All commercial operators and importers.

END CONNECTION  
FITTING

WEDGE DEPRESSED

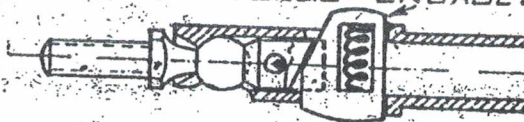


WEDGE STILL DEPRESSED

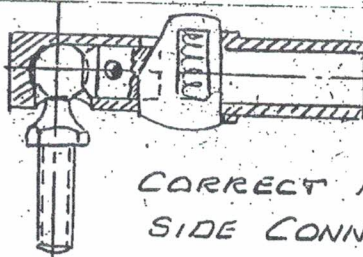


INCORRECT ASSEMBLY

WEDGE ENGAGED FULLY



CORRECT ASSEMBLY



CORRECT ASSEMBLY  
SIDE CONNECTION