



THE GLIDING FEDERATION OF AUSTRALIA

130, WIRRAWAY ROAD, ESSENDON AIRPORT VICTORIA 3041.

GFA/AD 251

ISSUE: 1

AIRWORTHINESS DIRECTIVE GLIDERS/POWERED SAILPLANES

CANCELLED 28/02/2017
LEVEL TYPE CERTIFICATE HOLDERS CURRENT DATA.

TYPES AFFECTED:

PHOEBUS A, B, & C

SUBJECT:

Inspection programme for life extension past 3000 hours.

BACKGROUND:

Following successful fatigue testing of wing mainspar section, the manufacturer has negotiated approval with the German airworthiness authorities for the possible extension of the service life from 3000 hrs to 6000 hrs. This extension depends totally on the sailplane being able to pass life extension inspections at 1000 hr intervals as detailed in Messerschmitt-Bolkow-Blohm AD 82-220.

Inspection (1) at 3000 hrs extending to 4000 hrs.

Inspection (2) at 4000 hrs extending to 5000 hrs.

Inspection (3) at 5000 hrs extending to 6000 hrs.

Inspections (1), (2) and (3) are to be carried out in accordance with the manufacturer's inspection schedules.

INSPECTION SCHEDULE AVAILABILITY

When an extension inspection becomes due the owner must request from GFA the current issue of the relevant inspection schedule.

INSPECTION SCHEDULE REPORT

On completion of the inspection the C. of A. inspector must return the completed schedule to the CTOA, together with any other details of structural or mechanical defects found during the inspection. That information will then be collated and forwarded to the manufacturer.

ACTION REQUIRED:

(1) (a) At 3000 hrs, 4000 hrs, 5000 hrs total time flown, obtain from the GFA the current M-B-B inspection schedule which will also include any other GFA inspection requirements.

(b) Carry out a GFA Form 2 inspection incorporating M-B-B inspection schedule.

(c) On completion, forward the completed schedule, plus, if necessary, a separate condition report to the CTOA for a Permit to Fly to be issued.

(d) Following satisfactory test flight the Form 2 is to be certified by the C. of A. Inspector and a maintenance release raised.

(e) The Maintenance release must be endorsed "Next life extension due at.....hrs total time flown". (i.e. 4000 or 5000 hours).

(f) Full inspection/rectification details to be recorded in the glider's log book.

IMPLEMENTATION: (1) The manufacturer's inspection schedule must be completed by a person holding an 1109 endorsed for "Airworthiness Survey FRP".

(2) FRP repair work to be completed (where required) by a person holding an 1109 endorsed "FRP Repair" minor/major as required.

COMPLIANCE: The requirements of this Airworthiness Directive are mandatory, issued pursuant with Air Navigation Regulations issued under delegated authority from the Secretary of the Department of Aviation.

Issued by :

M. P. Burns

Chief Technical Officer
Airworthiness

Date: 22/12/82

For and on Behalf of :

GLIDING FEDERATION OF AUSTRALIA

Sht. 1 of 1

(To be inserted in the Operations manual)

2.9. Inspection procedures for life extension.

1. General

Results of tests carried out on wing spars have established that extension to 6000 hours can be granted to GFK sailplanes, if each aircraft can be shown to comply with a special examination requirement in three steps, in addition to the usual yearly inspection.

2. Time constraints

When the sailplane has reached 3000 hours of service, an inspection must be carried out as per section 3 of the inspection program. If the inspection is satisfactory, or if any defects have been remedied satisfactorily, the service life of the sailplane can be extended for a further 1000 hours to a total of 4000 hours. (Step 1)

The above inspection procedure must be repeated when 4000 hours service has been completed. A satisfactory inspection, or rectification of any defects found, will permit extension to 5000 hours. (Step 2)

On reaching 5000 hours service life, a further inspection as per the program has to be performed. A satisfactory result, or the rectification of any defect found, will permit an extension to 6000 hours service life. (Step 3.)
Extension past 6000 hours is under consideration and examination at present.

3. The inspection program in force at the time must be obtained from the manufacturer.

4. Inspections may only be carried out by the manufacturer or in an approved workshop.
5. The results of the inspection must be documented in a report, with comments for each item. If the inspection was performed in an approved workshop, a copy of the report must be provided to the manufacturer for evaluation.
6. The requirement for the annual inspection as per P. 27 (1) LuftGer PO is unaffected.

2.10. Enclosures

1. Data sheet
2. Weighing report
3. Lubrication plan
4. Operation and care of the braking chute.