

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRWORTHINESS DIRECTIVE - GLIDERS

GFA/AD 101 DUSTER 1

Glider Type Affected: B.J.1B Duster

Background:

A number of cases of rudder flutter and separation of the fin from the fuselage of the subject glider type have occurred. This is attributed to structural inadequacy of the fin to fuselage attachment and insufficient mass balancing of the rudder.

Required Action:

1. The attachment of the fin is to be modified by the addition of a fin front spar extension from 1½" x 3/8" spruce with gusset blocks and partial bulkhead utilising an 1/8" thick plywood web and 3/8" Sq. cap strips. Additionally 3/8" Sq. spruce cap strip diagonals are to be incorporated into the root fin rib.
2. A smaller access hand hole is to be incorporated in the ply wood skin on rear left side of the fuselage with ¾" wide doubler.
3. ¾ x 1/8" ply doublers are to be fitted inside the fuselage skin at the cable exit points.
4. A new rudder is to be constructed with fabric covering and a counter balance built into the rudder tip. Fabric covering to be 1.7 oz. heat shrink Dacron ("Ceconite" or equivalent). Refer to attached drawing but preferably obtain revised drawing from supplier.

Compliance:

Modification as detailed is mandatory.

This directive is issued pursuant to Air Navigation Regulations under the Delegated Authority from the Secretary, Department of Transport.



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GLIDING FEDERATION OF AUSTRALIA

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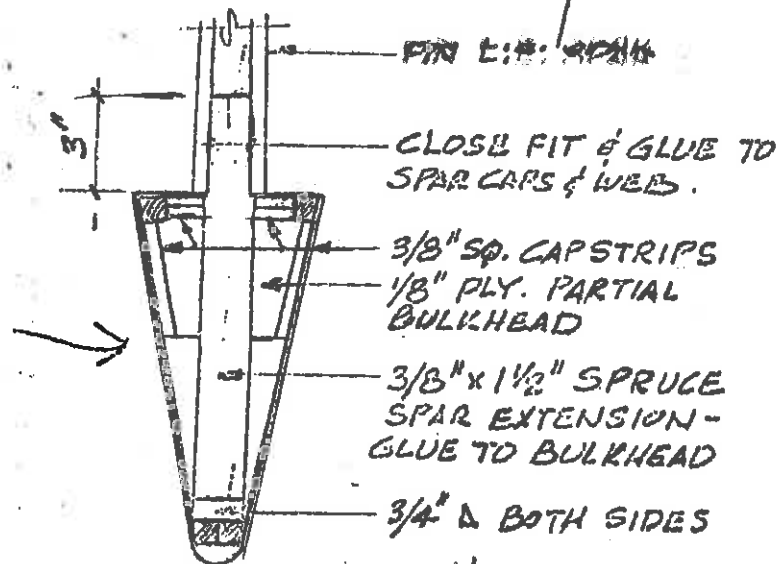
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HOLLOW OUT FOAM-GLASS  
FAIRING & FILL W/ LEAD SHOT  
POTTED IN RESIN.  
BALANCE RUDDER AS  
CLOSE TO HINGE LINE  
AS POSSIBLE

# DUSTER



## FIN LEADING EDGE TIEDOWN DETAIL

