

CANCELLED 8.08.2018 - Refer AN80



THE GLIDING FEDERATION OF AUSTRALIA

BUILDING 130, WIRRAWAY ROAD, ESSENDON AIRPORT, VICTORIA 3041.

AIRWORTHINESS DIRECTIVE
GLIDER/POWERED SAILPLANE

GFA/AD 232
SCHEMPP-HIRTH 13
ISSUE 1
29.4.1982
Sheet 1 of 1

TYPE AFFECTED: All models Standard Cirrus

BACKGROUND: GFA AD 153 and AD 164 were issued requiring an inspection hatch to be provided in the top centre fuselage area. This modification evolved from Schempp-Hirth TN 278-21 which was provided by the Manufacturer with:-

- (a) An OPTIONAL classification
- (b) An INCORRECT location dimension.

- ACTION:
- (1) This AD cancels and replaces both AD 153 and AD 164.
 - (2) The modification to Schempp-Hirth TN 278-21 is reclassified as OPTIONAL.
 - (3) AN 50 has been issued strongly recommending that Schempp-Hirth TN 278-21 be incorporated to allow more positive checking of the flight control system connections located behind the spars, under the baggage shelf.
 - (4) The hatch location has been amended on AN 50 to put the hole in a better location.

Please amend your schedule of Airworthiness Directives to include this information.

COMPLIANCE: The requirements of this AD are mandatory. This Directive is issued pursuant to Air Navigation Regulations under delegated authority of the Secretary of the Department of Transport.

M.P. Burns

M.P. BURNS.
CHIEF TECHNICAL OFFICER AIRWORTHINESS
GLIDING FEDERATION OF AUSTRALIA