



AIRWORTHINESS DIRECTIVE

TYPE: DG400, 200, 100 - All series and serial Nos.

SUBJECT: Cracking of bottom fin mounted rudder hinge bracket.

BACKGROUND:

One reported case of bracket fatigue cracking found in a DG 200 in Australia.

REQUIRED ACTION:

1. Within 25 hours

Within the next 25 hours of flight remove the rudder and inspect all rudder hinge brackets for cracks. (Refer illustration Sheet 2).

If a crack is found, the glider is unserviceable until a new bracket is fitted or the cracked bracket repaired by welding.

2. Annual Form 2 inspection

1 (above) to be repeated at each Form 2 inspection.

IMPLEMENTATION:

This AD can be executed by the holder of a DoA 1109 Glider Inspectors Certificate endorsed "C. of A. inspection" for any material type.

COMPLIANCE:

The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to Air Navigation Regulation under delegated authority of the Secretary of the Department of Aviation.

Issued by:

Chief Technical Officer,
Airworthiness

For and on behalf of:

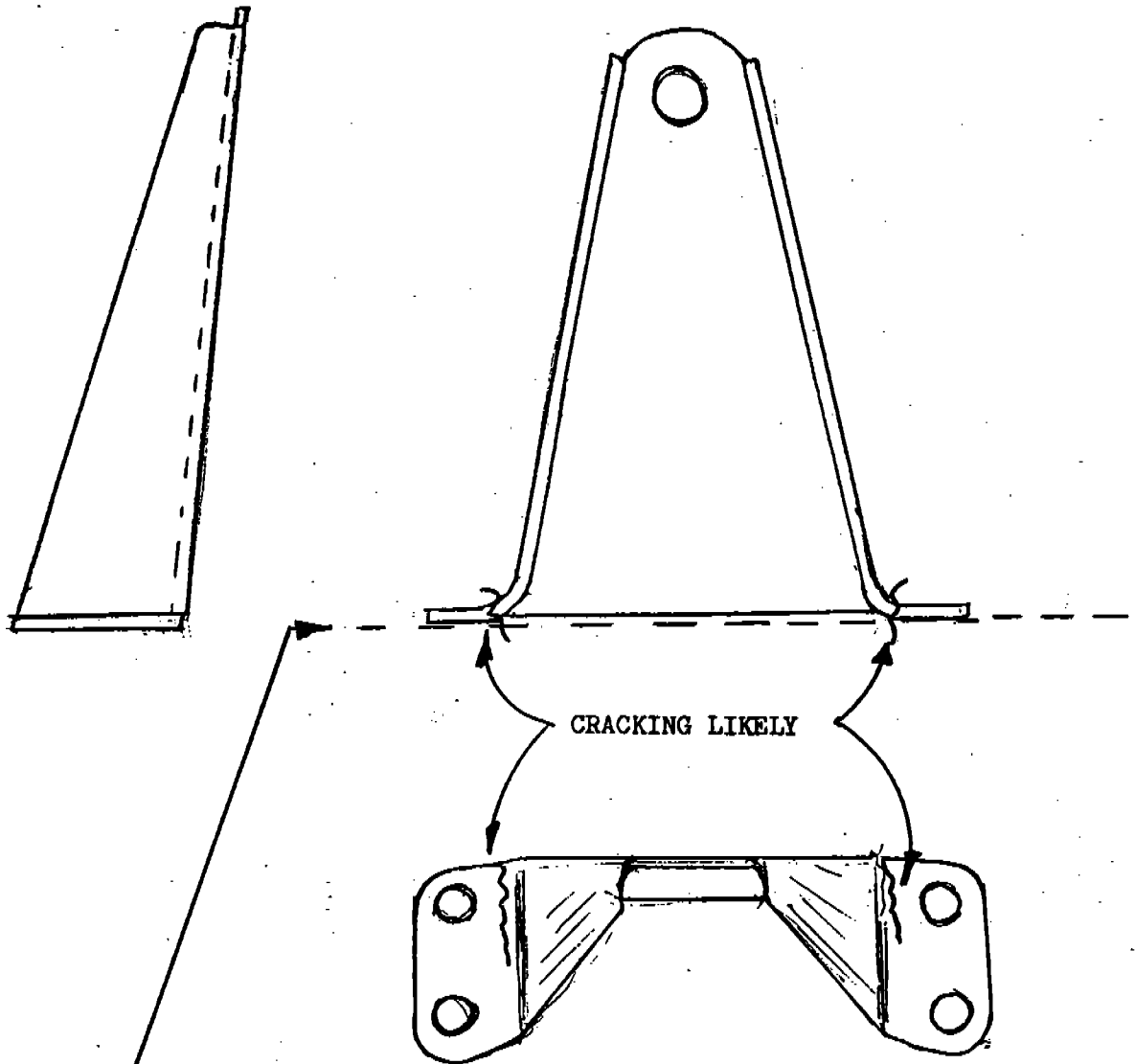
GLIDING FEDERATION OF AUSTRALIA

Date 14/11/85

Sheet 1 of 2

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BOTTOM HINGE BRACKET



NOTE:

Cracking is most likely to be the result of the two feet of the bracket not being in line with each other, causing pre-loading as the mounting bolts are done up. Also the spar surface may not be flat.