


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0213</p> <p>Date: 02 November 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name:</p> <p>Glasfaser Flugzeug-Service GmbH</p>	<p>Type/Model designation(s):</p> <p>Glasflügel Sailplanes</p>
<p>TCDS Number: EASA.A.241</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 27	Flight Controls - Elevator Control Rod in the Vertical Fin – Inspection / Replacement
<p>Manufacturer(s):</p>	<p>Fa. Glasflügel, Glasflügel Segelflugzeugbau, Glasflügel Deutsch-Brasilianische Flugzeug- und Fahrzeugbau GmbH</p>
<p>Applicability:</p>	<p>Standard Libelle 201b, serial number (S/N) 169 Standard Libelle 203, all S/N Standard Libelle 204, S/N 1 Club Libelle 205, all S/N Hornet, all S/N, except S/N 36 Hornet C, all S/N Mosquito, all S/N Mosquito B, all S/N Glasflügel 304, all S/N Kestrel, all S/N, except S/N 85, 110, 125 Glasflügel 604, all S/N BS 1, all S/N.</p>
<p>Reason:</p>	<p>A broken elevator control rod in the vertical fin on a Kestrel sailplane has been reported. The technical investigation revealed that water had soaked into the elevator control rod through a control bore hole and resulted in corrosion damage. The investigation concluded as well that the corrosion cannot be detected from outside the elevator control rod.</p> <p>This condition, if not detected and corrected, could lead to failure of the elevator control rod, possibly resulting in loss of control of the sailplane.</p> <p>To address this unsafe condition, Glasfaser Flugzeug-Service GmbH have developed and published Technical Note (TN) TN 201-40, TN 205-27, TN 206-26, TN 303-25, TN 304-12, TN 401-30, TN 501-10, TN 604-11, which provides</p>

	<p>instructions for elevator control rod inspection and replacement.</p> <p>For the reasons described above, this AD requires accomplishment of a one-time inspection of the elevator control rod in the vertical fin and replacement with an improved control rod.</p>																
Effective Date:	16 November 2011																
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For all sailplanes identified in the Applicability section of this AD, except those identified in Table 1 of this AD, within 30 days after the effective date of this AD, inspect the elevator control rod in the vertical fin, in accordance with Action 1 of Glasfaser Flugzeug-Service TN 201-40, TN 205-27, TN 206-26, TN 303-25, TN304-12, TN 401-30, TN 501-10, or TN 604-11, as applicable to sailplane model.</p> <p style="text-align: center;">Table 1</p> <table border="1"> <thead> <tr> <th>Sailplane Model</th><th>S/N</th></tr> </thead> <tbody> <tr> <td>Kestrel</td><td>76, 116</td></tr> <tr> <td>Mosquito B</td><td>144</td></tr> <tr> <td>Glasflügel 304</td><td>241, 245</td></tr> <tr> <td>Standard Libelle 203</td><td>1</td></tr> </tbody> </table> <p>Note: The sailplanes identified in Table 1 of this AD have already been inspected and, where necessary, corrected; only paragraphs (3) and (4) of this AD apply to these sailplanes.</p> <p>(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is found, before next flight, replace the elevator control rod with an improved part, in accordance with Actions 2, 3 and 4 of Glasfaser Flugzeug-Service TN 201-40, TN 205-27, TN 206-26, TN 303-25, TN304-12, TN 401-30, TN 501-10, or TN 604-11, as applicable to sailplane model.</p> <p>(3) For all sailplanes identified in the Applicability section of this AD, within the time specified in Table 2 of this AD, as applicable, replace the elevator control rod in the vertical fin with an improved part, in accordance with Actions 2, 3 and 4 of Glasfaser Flugzeug-Service TN 201-40, TN 205-27, TN 206-26, TN 303-25, TN304-12, TN 401-30, TN 501-10 or TN 604-11, as applicable to sailplane model.</p> <p style="text-align: center;">Table 2 - Replacement</p> <table border="1"> <thead> <tr> <th>Sailplane configuration</th><th>Compliance time</th></tr> </thead> <tbody> <tr> <td>Equipped with a rubber bellow on the top of the vertical stabilizer</td><td>Within 3 months after the effective date of this AD</td></tr> <tr> <td>Not equipped with a rubber bellow on the top of the vertical stabilizer</td><td>Within 14 months after the effective date of this AD</td></tr> </tbody> </table> <p>(4) After replacement of the elevator control rod in the vertical fin on a sailplane, as required by paragraphs (2) or (3) of this AD, as applicable, do not install an elevator control rod with a control bore hole on the side on that sailplane.</p>	Sailplane Model	S/N	Kestrel	76, 116	Mosquito B	144	Glasflügel 304	241, 245	Standard Libelle 203	1	Sailplane configuration	Compliance time	Equipped with a rubber bellow on the top of the vertical stabilizer	Within 3 months after the effective date of this AD	Not equipped with a rubber bellow on the top of the vertical stabilizer	Within 14 months after the effective date of this AD
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Ref. Publications:	<p>Glasfaser Flugzeug-Service GmbH Technical Note TN 201-40, TN 205-27, TN 206-26, TN 303-25, TN 304-12, TN 401-30, TN 501-10, TN 604-11 revision 1, dated 13 October 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>																

Remarks:	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu.4. For any question concerning the technical content of the requirements in this AD, please contact: Glasfaser Flugzeug-Service Hansjörg Streifeneder GmbH, Grabenstetten, Germany Telephone: +49(0)73821032, Fax: +49(0)73821629 E-mail: info@streifly.de
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