



Emergency Airworthiness Directive

AD No.: 2018-0143-E

Issued: 06 July 2018

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

GLASFASER FLUGZEUG-SERVICE GmbH

Type/Model designation(s):

Glasflügel sailplanes

Effective Date: 11 July 2018

TCDS Number(s): EASA.A.241

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Towing Release Mechanism – Inspection

Manufacturer(s):

Fa. Glasflügel, Glasflügel Segelflugzeugbau, Glasflügel Deutsch-Brasilianische Flugzeug- und Fahrzeugbau GmbH

Applicability:

H 301 "Libelle", H 301 B, Standard Libelle, Standard Libelle 201 B, Standard Libelle 203, Glasflügel 604, BS 1, Kestrel, Club Libelle 205, Hornet, Hornet C, Mosquito, Mosquito B and Glasflügel 304 sailplanes, all manufacturer serial numbers, if equipped with a centre of gravity (C.G.) towing release mechanism.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: C.G. towing release mechanism.

The TN: Glasfaser Flugzeug-Service GmbH Technical Note (TN) No 5-2018.

Reason:

Jamming between the double two ring end of the towing cable and the deflector angles of the C.G. release mechanism was reported. Subsequent investigation identified incorrect geometry of the deflector angles of the affected part as likely cause of the jamming.



This condition, if not detected and corrected, could lead to failure to disconnect the towing cable, possibly resulting in reduced or loss of control of the sailplane.

To address this potential unsafe condition, Glasfaser Flugzeug-Service GmbH issued the TN to provide inspection instructions and corrective action.

For the reasons described above, this AD requires repetitive inspections of the affected part, and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires amendment of the sailplane Aircraft Flight Manual (AFM).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Before next winch launch after the effective date of this AD and, thereafter, during each annual inspection, inspect the affected part in accordance with the instructions of the TN.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the TN, before next winch launch, accomplish the corrective actions in accordance with the instructions of the TN.

AFM Amendment:

- (3) Before next winch launch after the effective date of this AD, amend the AFM of a sailplane by inserting a warning in accordance with the instructions of the TN, inform all pilots and, thereafter, operate the sailplane accordingly.

Note 1: The inspections and AFM amendment, as required by paragraphs (1) and (3) of this AD, can be accomplished by the pilot-owner in accordance with the provisions of paragraph M.A.801 of Regulation (EU) No 1321/2014.

Terminating Action:

- (4) None.

Ref. Publications:

Glasfaser Flugzeug-Service GmbH TN No 5-2018 original issue dated 25 June 2018.

The use of later approved revisions of above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Glasfaser-Flugzeug-Service GmbH, Hansjörg Streifeneder, Hofener Weg 61, D-72582 Grabenstetten, Germany, email: info@streifly.de.

