



AIRWORTHINESS DIRECTIVE

Issue 1

TYPE AFFECTED: RF5B, RF5, and RF4 powered sailplanes

SUBJECT: Aluminium alloy aileron push rod corrosion and cracking

BACKGROUND: During a Form 2 inspection one end of an aileron pushrod (see illustration) was found to be corroded and badly cracked. It was lacking a "witness" hole at the corroded end.

Overseas experience with the above types suggests that occurrence of corrosion and moisture damage may be more common than in other types. This A.D. should therefore be considered part of awareness to look for these types of damage when carrying out normal maintenance.

Note: Rods on RF5 and RF4 may not be identical to RF5B, but the inspection philosophy still applies.

REQUIREMENTS:

- 1. Before next flight**
Remove and check alloy pushrods for internal and external corrosion, cracking and witness holes. If corrosion and/or cracking are found, replace the rod. A new rod may be manufactured from 4130 steel rod or tube, formed, drilled and tapped to match the original rod.
Where a witness hole is lacking, drill a hole as illustrated. Internal application of a corrosion inhibiting fluid is strongly recommended.
- 2. At annual inspection**
Check pushrods for corrosion and cracking.

ACCOMPLISHMENT: This A.D. can be actioned by any person holding a DoA 1109 Inspectors certificate endorsed for "C. of A", any type (Glider or powered sailplane).
Inspection and any rectification to be recorded by logbook entry.

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

Issued by: *R. Burns* Chief Technical Officer,
Airworthiness

3/9/1987

For and on behalf of:

GLIDING FEDERATION OF AUSTRALIA

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REMOVE AND INSPECT THIS
PUSHROD , BOTH WINGS.

