

THE GLIDING FEDERATION OF AUSTRALIA

GFA AD 431
(ISSUE 1)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED:

SZD-38A JANTAR 1
SZD-41A JANTAR STANDARD
SZD-42
SZD-42-1 JANTAR 2
SZD-42-2 JANTAR 2B
SZD-48 JANTAR STANDARD 2
SZD-48-1 JANTAR STANDARD 2
SZD-48-3 JANTAR STANDARD 3
SZD-50-3 PUCHACZ
SZD-51-1 JUNIOR
SZD-55-1

SUBJECT:

Corrosion and cracking of the swaged pushrod ends.

BACKGROUND:

On a SZD-48-1 Jantar Standard 2 the swaged pushrod end split open under the pressure caused by exfoliation corrosion.

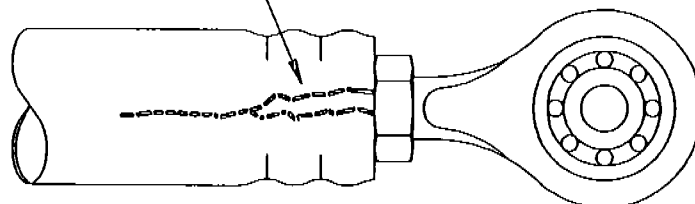
These gliders have proven to be vulnerable to corrosion whenever they have been allowed to get wet and so special precautions need to be taken to dry the glider should it get wet. Special care should also be taken to ensure that the glider trailer is water tight.

ACTION REQUIRED:

1. Before next flight examine all swaged pushrod ends for signs of corrosion and splitting. (see figure 1 for details.) Note: some of these swages are difficult to access and special care must be taken to ensure that all fittings are inspected. The use of a mirror is highly recommended.

FIGURE 1

Corrosion of internal fitting causes splitting.



Note that the self aligning rod end shown is not the only type of fitting swaged into pushrods. Other types include the control quick connectors and the clevis fork.

SIGNED:

[Signature]
CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

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2. The inspection must be repeated at each annual inspection

WEIGHT AND BALANCE: Not affected

IMPLEMENTATION: Inspections must be performed by persons rated "Inspection for issue of maintenance releases" Any type.

COMPLIANCE: The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.