

COMMONWEALTH OF AUSTRALIADEPARTMENT OF TRANSPORTAIR TRANSPORT GROUP**CANCELLED**AIRWORTHINESS NOTICE - GLIDERS

REF: GFA/AN/General 2/74

Glider Types Affected

Glasflugel Libelle H201 and H201B and all other types which have tubular fairleads in the rudder control circuit.

Background

Cases have occurred where the nylon tube fairleads in the rudder control circuit in standard Libelles have moved axially; in the extreme, coming out of engagement with their F.R.P. mounting fixings, such that the mounting butting against the fairlead has acted as a stop restricting rudder cable movement.

In investigating this problem, evidence has come to light that endwise movement of rubber cable tubular fairleads has occurred with other types, but unless the tube contacts some other part of the structure, no restriction on control movement occurs.

Especially, it should be noted that where nylon tube is used as a fairlead, no adhesive bond is achieved between nylon and epoxy or polyester resin, so that any anchorage is attained by purely mechanical means. Better anchorage of nylon tube will be obtained by scoring or grooving the outside surface of the tube before scrimming it in place.

Required Action

a.
For all H201 and H201B Libelles and all other gliders having rudder cables passing through long tube fairleads, inspect the fairlead tubes for secure fixing.

b.
Also inspect and check to determine whether the fairlead could cause a restriction to full control movement in the event of the fairlead moving partly or entirely out of its normal anchorage.

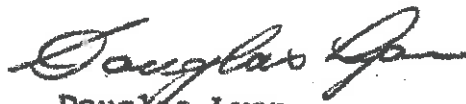
In the case of F.R.P. gliders where the fairleads are normally secured by scrimming to the structure anchorage can be improved by scoring the outside of the tube with a hacksaw blade or other cutting tool or by making indentations on the nylon tube with a hot knife or wire. This latter means needs to be carried out with care as excessive heating can damage the tubes, it is only required to make an uneven surface on the outside of the tube to provide keying for additional scrimming to be applied.

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Where it is observed that movement of the fairlead could lead to an obstruction condition, check to see whether the fairlead could be shortened to avoid the obstructing condition without adversely affecting its normal function, if so; shorten the fairlead.

Where it is found that security of the fairleads is suspect, as well as taking corrective action, notify the C.T.O.A./S.F.A. with details of the glider type concerned as this will enable consideration of appropriate modifications where necessary.

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Distribution:

Registered Owners/Operators - Libelle H201 and H201B
All Gliding Clubs - Attention Technical Officer Airworthiness
E. Schneider Pty. Ltd.
D.O.T. (A.W.O.R.)
C.T.C./Ops
C.T.O./A
R.T.O.s/A - 5 copies each
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GFA Secretary
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