THE GLIDING FEDERATION OF AUSTRALIA

AIRWORTHINESS DIRECTIVE

GFA AD 360
Issue 1

TYPES AFFECTED: Schweizer SGS 1-26 all models

SUBJECT: Inspection/replacement of elevator pushrod

BACKGROUND: The Schweizer factory have issued Service Bulletin SA-004 to alert owners of the possibility of corrosion of the 26B-123-1A elevator pushrod assembly which could lead to failure of the pushrod and loss of control of the elevator.

ACTION:

1. Before further flight

Remove and inspect or replace elevator pushrod 26B-123-1A in accordance with Service Bulletin SA-004.

If no corrosion exists the pushrod may be returned to service after being treated with Linseed oil (refer Service Bulletin).

2. At each annual inspection

Remove and inspect elevator pushrod 26B-123-1A in accordance with Service Bulletin SA-004.

If pushrod 26B-123-1A has been replaced with a 26147B-1 pushrod, annual inspection for corrosion is not mandatory.

IMPLEMENTATION: Actions 1 and 2 are to be undertaken by the holder of a DA 1109 glider inspectors certificate endorsed for C. of A inspection, any type.

MATERIALS: Linseed oil - Available from Hardware stores.

Pushrod Part No. 26147B1 - available from

Schweizer Aircraft Corp.,
Post Office Box 147
ELMIRA, NEW YORK 14902
U.S.A.

ENCLOSURES: Schweizer Service Bulletin SA-004

COMPLIANCE: The requirements of this A.D. are mandatory. This Directive is issued pursuant to Civil Aviation Regulations under the delegated authority of the Civil Aviation Authority.

Issued by: Chief Technical Officer, Airworthiness	12/4/1989
For and on behalf of: GLIDING FEDERATION OF AUSTRALIA	Sheet 1 of 1

Schweizer Aircraft Corp.
Post Office Box 147
Elmira, New York 14902

SERVICE BULLETIN

SERVICE BULLETIN SA-004

DATE: 16 June 1987

SUBJECT: VISUAL INSPECTION OF 26B-123-1A ELEVATOR PUSH ROD ASSEMBLY FOR CORROSION; POSSIBLE REPLACEMENT OF 26B-123-1A PUSH ROD WITH 26147B PUSH ROD.

MODELS AFFECTED: All Model SGS 1-26, SGS 1-26A, SGS 1-26B, and SGS 1-26C Schweizer Sailplanes equipped with a 26B-123-1A Push Rod Assembly.

TIME OF COMPLIANCE: Shall be accomplished prior to next flight of aircraft and at each annual inspection until replacement of 26B-123-1A push rod with 26147B-1 push rod.

PREFACE: Field reports have indicated a possibility of corrosion of the subject 26B-123-1A push rod assembly. This corrosion, if left uncorrected, could lead to failure of the push rod, resulting in a loss of control of the elevator. This Service Bulletin provides instructions for a repetitive visual inspection of the subject push rod assembly. Any corrosion (no matter how slight) found during the inspection is cause for removal of the push rod assembly (PN 26B-123-1A) from service. 26B-123-1A push rods which are found to be completely free of corrosion may be returned to service after a coat of hot linseed oil is applied to the push rod interior surface, as set forth here in. It should be noted that the 26147B push rod is made from an improved design and is not subject to the inspection specified in the below procedure.

PARTS LIST

NOMENCLATURE	PART NUMBER	QTY	SOURCE
Push rod assembly	26147B-1	1 (A/R)	SAC

MATERIALS

NOMENCLATURE	SOURCE
Linseed oil	Commercial

PROCEDURE

a. Remove cotter pin, nut, washers, and bolts securing push rod at each end.
b. Remove push rod.
c. Inspect exterior of push rod for corrosion. No exterior corrosion is allowed. (Refer to Figure 1.)
d. If no exterior corrosion is found, use a high intensity light to inspect the push rod interior surface through the open end of the tube. (Refer to Figure 1.) No interior corrosion is allowed.
e. If any interior or exterior corrosion is found, replace push rod with a serviceable 261478-1 push rod. If there is any question whether interior or exterior corrosion exists, replace push rod or consult the factory.
f. Inspect attaching hardware for corrosion and general condition. Replace hardware as required.
g. If no interior or exterior corrosion is found, invert push rod and pour hot linseed oil into open end of tube, until entire push rod is filled with linseed oil. Pour out linseed oil and allow inside surface to dry for one hour.
h. Repeat step g. and reinstall push rod.
h. Check installation for defects and flight controls for proper operation.
i. Record compliance with this Service Bulletin in the aircraft log book.

NOTES: 1. INSPECT EXTERIOR OF PUSHROD FOR CORROSION.
NO CORROSION IS ALLOWED.

2. INSPECT INTERIOR SURFACE OF PUSHROD FOR CORROSION BY SHINING HIGH INTENSITY LIGHT THROUGH OPEN END OF TUBE.
NO INTERIOR CORROSION IS ALLOWED.

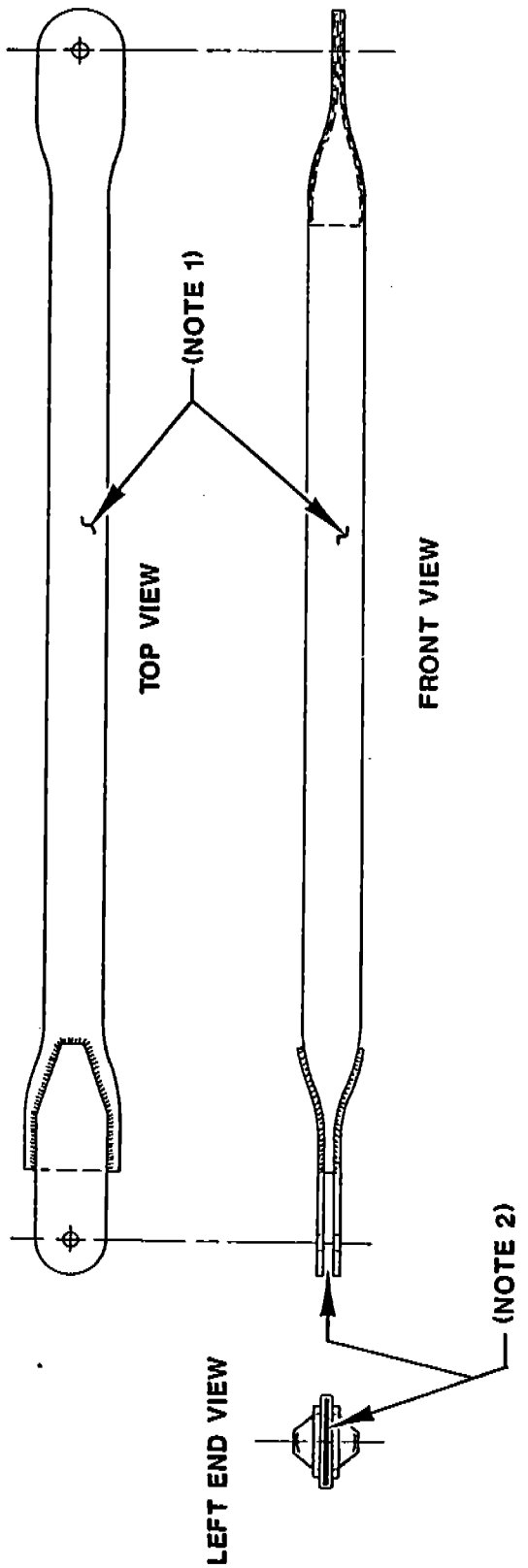

FIGURE 1. ELEVATOR PUSHROD (P/N 26B-12 -1A