

## GFA AIRWORTHINESS DIRECTIVE

**TYPE AFFECTED:** T59 Kestrel all models.

**SUBJECT:** Corrosion of the elevator pushrod in the fin.

**BACKGROUND:** Several instances have been reported to GFA and Slingsby Aviation of corrosion in the lower end of the vertical elevator pushrod in the fin due to water entering through the witness hole for checking the engagement of the rod end thread.

**DOCUMENTATION:** Slingsby Technical Instruction 106.

**ACTION REQUIRED:** At the next annual inspection after 30 December, 1996 the vertical elevator pushrod must be removed and examined for corrosion.

Access to the pushrod may be obtained by removing the tail wheel well.

The pushrod should be inspected by removing the rod end (mark the rod end so that it can be reinstalled in the correct place), drilling a 3 mm hole in the bottom of the pushrod (see Figure 1) and shining a light through the hole and inspecting from the other end.

If no corrosion is found a small amount of corrosion inhibiting paint should be poured into the pushrod and sloshed around to evenly coat the interior of the tube and the excess paint drained out. The hole drilled in the bottom of the tube must be left open as a drain hole.

If significant corrosion is found then it must be repaired to an approved repair scheme. In most cases the repair schemes in AC 43.13-1a Acceptable Methods, Techniques and Practices will be used. Other repair schemes must be approved by the CTOA.

After repair the interior of the tube must be painted and a drain hole installed as above.

In all cases the elevator deflections must be checked after reinstalling the pushrod.

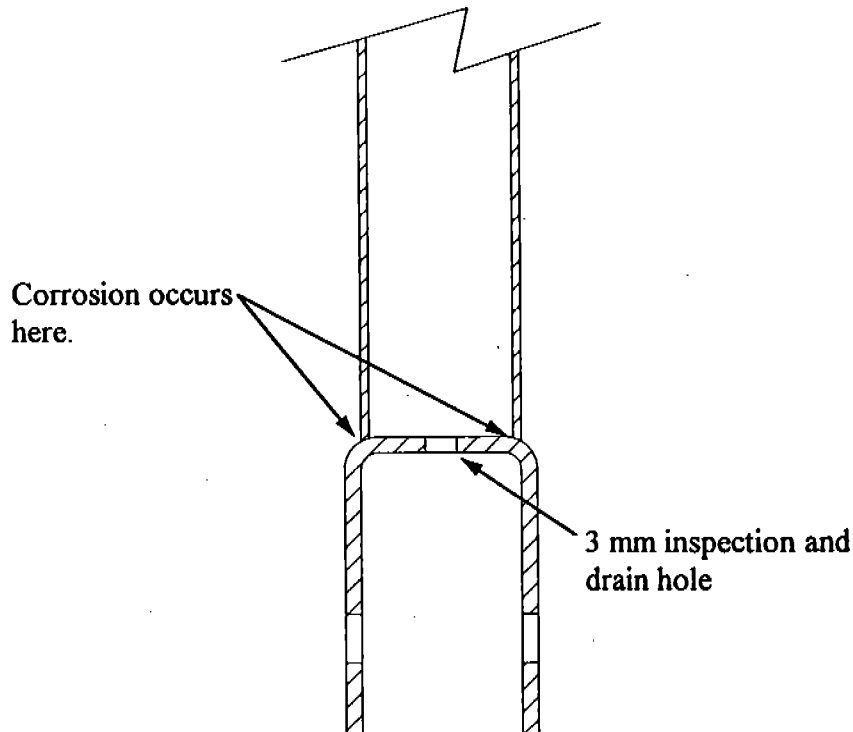
SIGNED:

  
CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION  
OF AUSTRALIA

It is possible this inspection has already been done. If log book evidence can be found to show the inspection has been performed then the inspection need not be repeated.



**FIGURE 1 PUSHROD END**

**WEIGHT AND BALANCE:** Not affected

**IMPLEMENTATION:** Certification of the inspection and reinstallation of the pushrod must be certified by persons rated as Annual Inspectors.

Repair of the pushrod must be performed by an approved aircraft welder.

Reinstallation of the wheel well must be certified by persons rated for Minor Repairs FRP.

**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.