

GLIDING FEDERATION OF AUSTRALIA

AIRWORTHINESS DIRECTIVE GLIDERS/POWERED SAILPLANES:

GFA/AD 211  
E.SCHNEIDER 8  
ISSUE 1  
DATE 1/9/81.

GLIDER/POWERED SAILPLANE TYPES AFFECTED:

E.SCHNEIDER KOOKABURRA  
ES 52 all marks and ES 52B

SUBJECT: Precautionary inspection of the push pull rod linking  
the dual control column torque tubes.

BACKGROUND: Banging control columns sideways against their travel stops applies  
a bending load to the screwed ends of the push pull connecting  
rod, this bending load if severe enough and often enough could lead  
to fatigue cracking of the screwed ends or their attaching welds.

ACTION REQUIRED:

(1) BEFORE NEXT FLIGHT

- (A) Remove cockpit floor panels to gain access to the control  
column torque tubes and connecting push pull rod.
- (B) Remove the connecting push pull rod which transfers sideways  
control column movement between the two control columns.
- (C) If either of the two screwed ends of the rod are bent out of  
line the rod must be replaced with a new component.

NOTE!

THE SCREWED ENDS MUST NOT BE STRAIGHTENED.

- (D) If the screwed ends of the rod are not bent, carefully  
measure the centre distance between the rod and the bearings  
before removing the rod ends and locknuts.
- (E) Thoroughly clean the screwed ends and examine for cracks at the  
weld and at the root of the screwed threads particularly  
adjacent to the lock nut position. Use a magnifying glass of  
at least 5 magnification, if cracking is detected the push pull  
rod is to be replaced with a new assembly.
- (F) If no damage is detected the push pull rod may be reassembled to  
its original length and reinstalled.

An independent control system check is to be carried  
out after reassembly of the control system and full details of  
the inspection are to be entered into the log book.

DEFECT REPORT: If cracking is found requiring a component replacement, a Defect  
Report is to be forwarded to the Chief Technical Officer, Gliding  
Federation of Australia, fully describing the defect found.

COMPLIANCE: The requirements of this Directive are Mandatory, to be carried out  
before further flight by the holder of a Glider Inspectors  
Certificate D.O.T. 1109 endorsed for Certificate of Airworthiness  
Inspections, any type.

This Directive is issued pursuant to Air Navigation  
Regulations and delegated authority from the Secretary of the  
Department of Transport Australia.



Douglas Lyon.

G.F.A. CHIEF TECHNICAL OFFICER  
AIRWORTHINESS