



AIRWORTHINESS DIRECTIVE

Issue 1

TYPE AFFECTED:

SALTO H101, SAILPLANE

SUBJECT:

Inspection, modification of control column base bearing.

BACKGROUND:

The manufacturer distributed Technical Bulletin 101-22, asking for inspection/modification of base bearing. Following a survey of all Australian Saltos, this A.D. was issued differing from bulletin 101-22 in the method of modification.

The cracking of this component is due to very poor detail design of the welded joints.

ACTIONS REQUIRED:(1) Before next flight.

Inspect the base bearing for cracks in the welds.

If cracks are found, repair in accordance with attached scheme (Sheets 2 & 3).

(2) Form 2 inspections

At each Form 2 inspection, inspect the base bearing welds for cracks, until the component is modified in accordance with the attached scheme (Sheets 2 & 3).

IMPLEMENTATION:

Inspection may be carried out by a C. of A. inspector endorsed for any type. The modification is to be done by a DoA authorised welder.

LOG BOOK:

Full details of inspection/modification to be entered into the sailplane's log book.

COMPLIANCE:

The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to Air Navigation Regulations under the delegated authority of the Secretary of the Department of Aviation.

Issued by:

Chief Technical Officer Airworthiness

For and on behalf of:

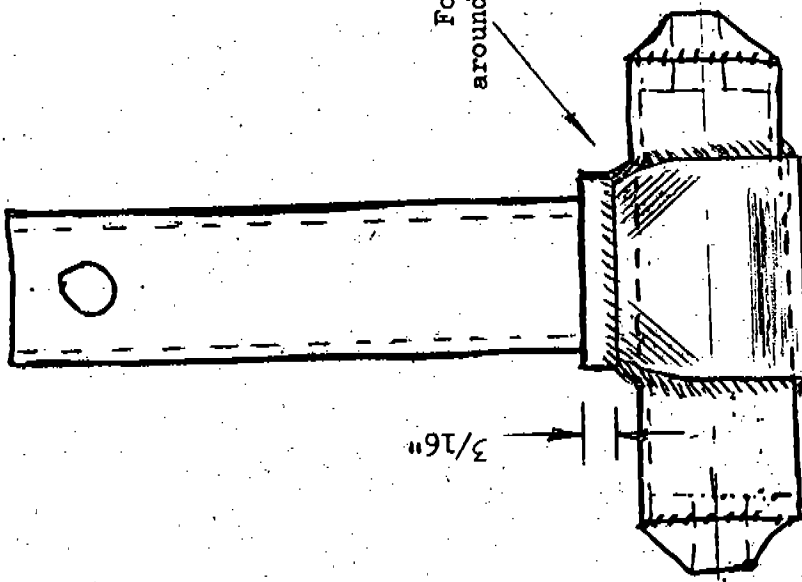
GLIDING FEDERATION OF AUSTRALIA

22/12/83.

Sheet 1 of 3

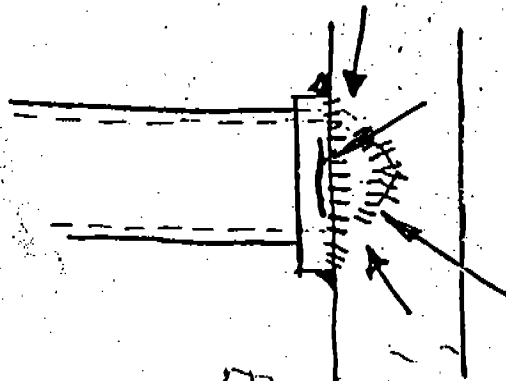
H 101 SALTOMODIFICATION OF BASE BEARING

1. Fix the neutral position of the pitch control by means of a template (support the template against the backrest).
2. Remove the handhole cover after having pulled out the panel and removed the eyebolt of the wheelbrake lever to relieve it.
3. Screw the self-locking nuts off the ends of the control yoke and pull off the pivoting bearings of the push rods.
4. Separate the stick from the aileron intermediate bar.
5. Screw the M 8 nut off the stick axis so that the stick can be removed from the base bearing tube.
6. Remove the ring, which is flattened on both sides, from the base bearing by pulling and turning (mark the front).
7. Pull the control yoke upwards. If the wheelbrake cable is impeding, disconnect it at the wheel. The cable of the transmitter switch is normally long enough.
8. Disconnect the screwed joint of the base bearing axis and pull out the latter. In doing this, carefully observe the number and position of possible washers.
9. Modify the base bearing pursuant to Sketch 3, Sheet 3.
10. After etching and painting, the well greased yoke can finally be installed. All bolts and nuts which have been removed are to be inserted again (the old self-locking nuts must not be re-used) and the installation is to be presented to an inspector of aeronautical products before the handhole cover is applied.
11. Check for foreign objects, apply the handhole cover (secure it correctly at the front,) screw up. Insert and secure the brake lever.
12. Measure the deflection of all control surfaces. In case of differences against the former deflections do not simply adjust the deflections but first try to find out the cause (handhole cover not secured, twisted cables, yoke not correctly installed - mark the installation direction - the bolts of the pivoting bearing must point to the front).



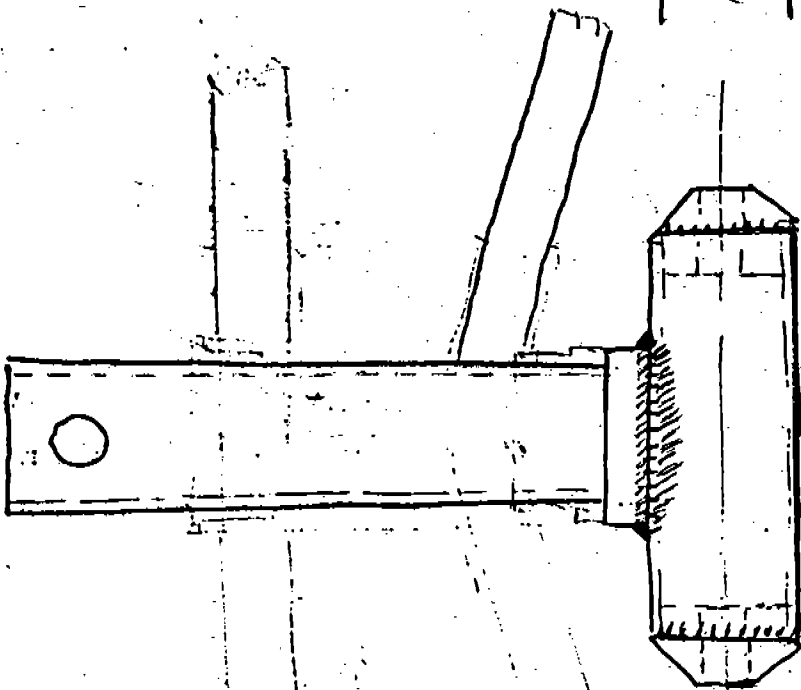
Sleeve made 1.0" wide, .063" thick, formed to fit. Preferred steel specifications, 1025, or S514 oxy/acetylene weld, taking care to prevent distortion of base bearing.

3



Cracks may be found in the welds or in the parent metal adjacent to the welds. Use magnifying glass (x10), dye check or Magnaflux

2



Base bearing, suspected of cracking in service.

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