

AIRWORTHINESS DIRECTIVE

Issue 1

TYPES AFFECTED:

Centrair 101, 101A, 101 AP, 101P

Serial Nos. 101 xx 001 to 101 xx 157 inclusive
and Serial No. 101 xx 162

BACKGROUND:

Centrair Service Bulletin # 101-4 asks for immediate inspection of the top rudder hinge, for cracking or failure in some form.

(SB 101-4 makes up Sheets 2, 3, and 4 of this A.D.)

REQUIRED ACTION:

(1) BEFORE NEXT FLIGHT

Remove the rudder and crack detect both rudder and fin sections of the top hinge and both rudder and fin sections of the bottom hinge, using a magnifying glass or dye check.

During re-assembly ensure that the bottom hinge assy is taking all down load. No down load should be transmitted to the top hinge assy.

If cracking or other damage is found, obtain and fit replacement parts available from Centrair before further operations.

(2) EACH INSPECTION FOR MAINTENANCE RELEASE ISSUE

Repeat inspection (1) above.

IMPLEMENTATION:

This inspection and rudder system re-assembly to be carried out by the holder of an 1109 endorsed for C. of A. inspection any type.

LOGBOOK:

Full details of inspection/rectification to be entered into the logbook.

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:

M. A. Burns

Chief Technical Officer,
Airworthiness.

21/11/1984

For and on behalf of:

Sheet 1 of 4

**Objet:** Mandatory inspection of the upper rudder hinge.

For gliders number 101 XX 001 to 101 XX 157 inclusive and number 101 XX 162.

Following the discovery of two failures of the upper rudder hinge pivot, it is imperative to immediately check the upper rudder hinge pivot by disassembling the rudder :

1. Remove the rudder control cables (rep.15 fig.22)
2. Remove the bottom rudder hinge retaining bolt (rep.3 fig.33)
3. Pull the rudder back slightly (to clear the bottom rudder hinge) then lift rudder to disengage it from the vertical fin.

Proceed to visually check the upper rudder hinge pivot.

1. Check pivot weld by pushing down on the pivot
2. Check the pivot for signs of seizure

If nothing abnormal is found, grease the pivot and reassemble the rudder.

Making sure that full rudder travel is obtained before reconnecting the rudder cables.

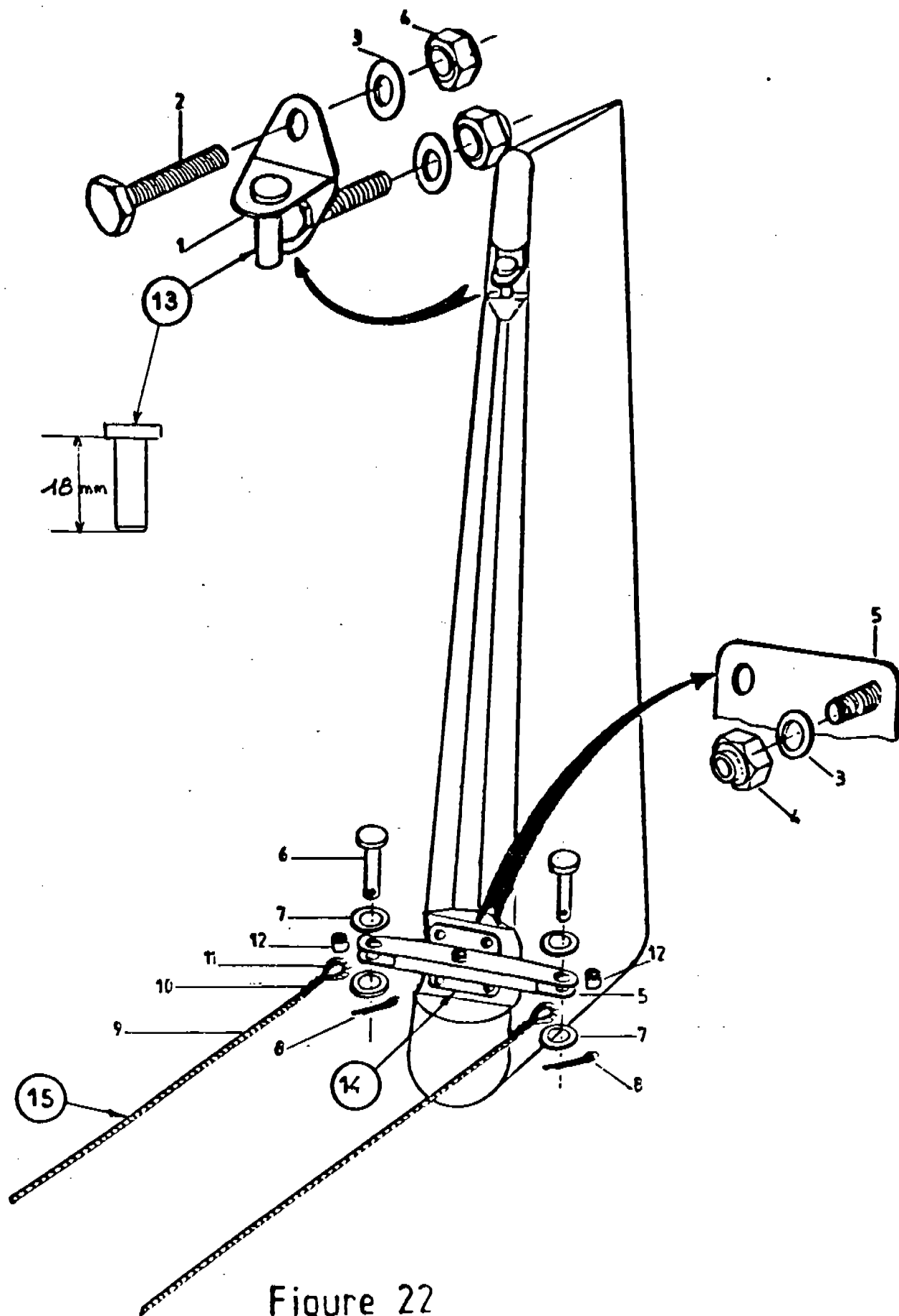
In the case of a failed pivot or seized pivot the aircraft must be grounded until repair kit number one (1) is installed. This repair kit consisting of upgraded parts must be ordered from the manufacturer CENTRAIR immediately.

In the USA contact : CENTRAIR USA, P.O.BOX 34052, TRUCKEE CA 95734.
(916) 587-1648.

Enclosed : Pages n° 44 and 64 of the parts catalogue
"Tableau Composition Illustré"

The french original of this B.S. has been approved by the VERITAS under the date of sept. 20, 1984.

The translation into english has been done by best knowledge and judgement ;
in any case of doubt the french original is authoritative.



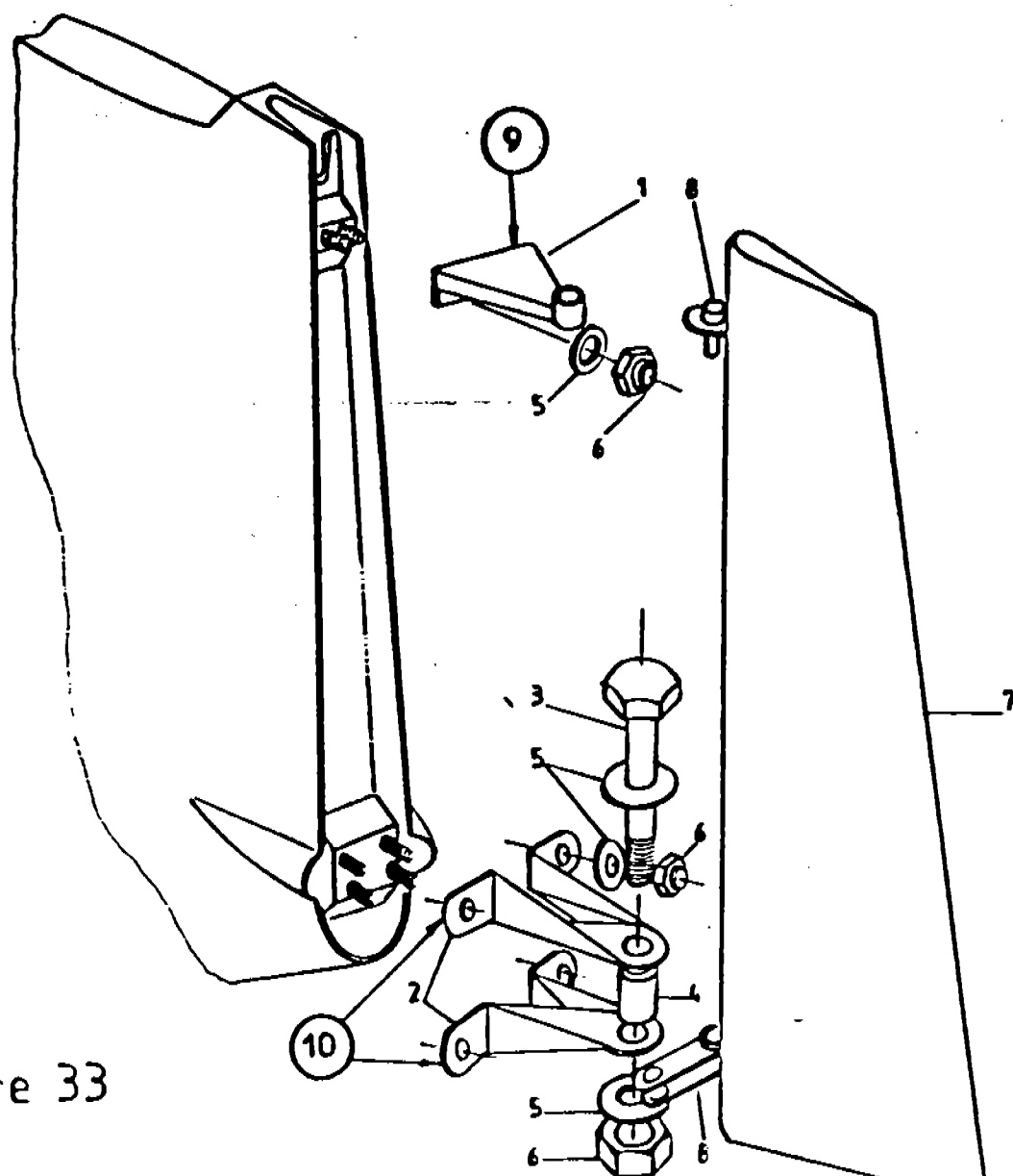
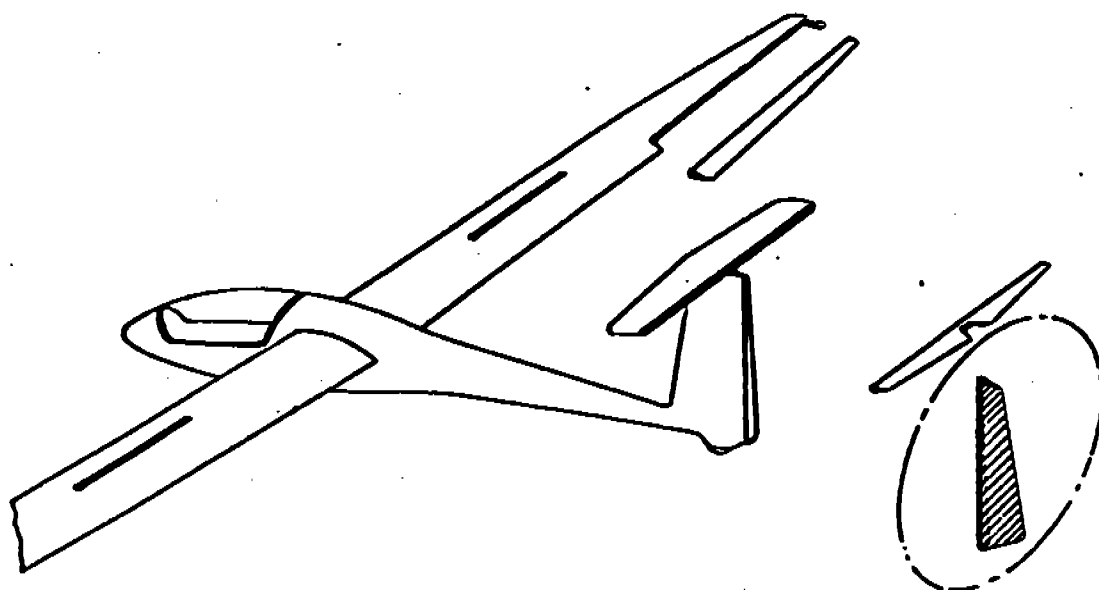


Figure 33