

## Australian Ultralight Federation Inc

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### ULTRALIGHT AIRCRAFT AD NOTICE

13/11/2003

#### ALL SKYFOX AND GAZELLE AIRCRAFT- AILERON ROD END FAILURE

To: All owners and operators of Skyfox and Gazelle aircraft.

**Background:** An incident report has been received stating that a Rod End had broken when a full and free movement of the control stick was carried out. Resulting in no aileron movement. This Rod End has been in service since manufactured, (some 1700 hours)

**SKYFOX AVIATION** issued a **service bulletin no 21, mod, 12/97**

The instructions/modification was mandatory and should have been carried out in accordance with the **SB**.

It would appear that there may be some misalignment of the two Rod Ends. This may result in an overload and binding of the Rod End when a full movement check in all directions is carried out at preflight. If overloading or binding is occurring, you may find the male end is bending. In this situation it will only be a matter of time before it will break, resulting in lack of control.

**ACTION REQUIRED: BEFORE NEXT FLIGHT, and at each subsequent 100 hourly inspection, the RodEnd should be inspected. You may have to remove the panel under the left hand control stick and the cloth boot to gain good visual access.**

**REPAIR:**

If any binding is occurring then a realignment is necessary. This may be difficult, because realignment may or will displace the split pin hole, if this is the case then replacement will be necessary.

If on inspection the Rod Ends are bent then replacement is also required. They must be aligned correctly (the two ball ends at right angle to each other) and reinstalled in accordance with **SKY FOX service bulletin no 21**.

**RECORDING:** compliance with AD notice is to be recorded in the aircraft logbook along with any repairs carried out.

# SKYFOX

## AVIATION

### SERVICE BULLETIN NO. 21

#### AILERON CONTROL SYSTEM SECURITY - MOD. 12/97

##### APPLICABILITY

All CA21, CA22, CA22A, CA25 Skyfox aircraft and CA25N Gazelle aircraft prior to Serial No. CA25N075.

##### BACKGROUND

Current production models of CA25 and CA25N aircraft now have a split pin installed in the aileron control rod ends at the L.H. side (looking forward) of the control stick assembly.

##### COMPLIANCE

Incorporation of this modification is mandatory, within two weeks or 10hrs. T.I.S. of receipt of this bulletin.

##### APPROVAL

The modification detailed herein has been approved IAW CAR35.

##### MATERIALS REQUIRED

Stainless split pin, 1 x MS 24665 or AN 381-2-12 or equivalent.

##### ACCOMPLISHMENT INSTRUCTIONS

Control stick must move freely, to the end of its travel in all directions. Check that rod end does not bind on the u-shape bracket at extremes. Lock up lock nut and recheck, when angle is correct, see the drawing on Page 2, drill 1/16" hole through threaded portion and install split pin as shown.

##### RECORDING ACTION

Record compliance with Service Bulletin 21 - Mod. 12/97 and dual inspection details if applicable. Some aircraft may already comply.

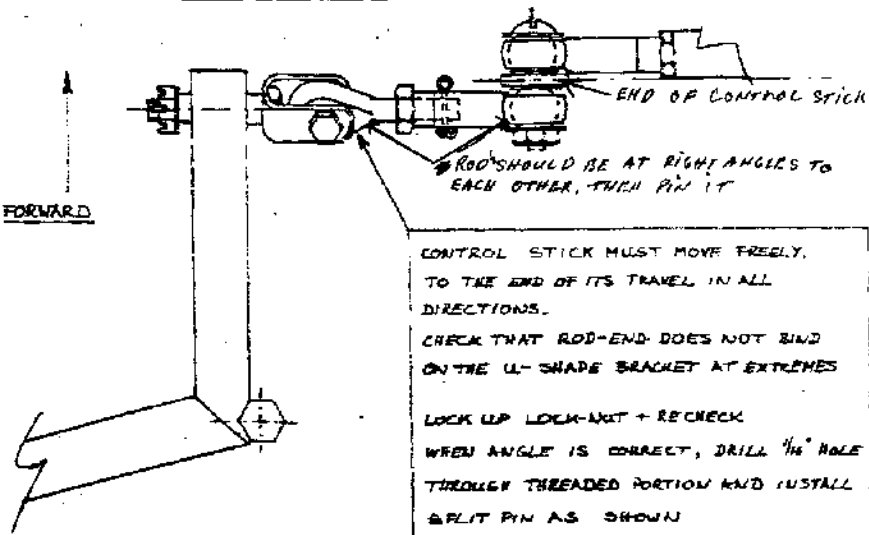
*P. Moller 24/10/97*

Peter Moller  
Airworthiness/Production Manager

##### NOTE:

1. Service Bulletin 18 is still to be issued.
2. This information will be included in the next issue/amendment of the Maintenance Manual.

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VIEWED FROM ABOVE

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