British Gliding Association

Aircraft Inspection

Mandatory

Number:	Issue:
032/09/2002	1

Date: 12th September 2002

Correction to number – content unchanged

(Was 030/09/2002 now 032/09/2002)

Subject: Rudder security

Applicability: Aviastroitel Me7, AC4 and AC5

Accomplishment: Inspection – Before next flight
Remedial action - within 10 flight hours (It is recommended to carry out the remedial action before next flight)

Reason: Detachment of lower rudder mounting causing loss of directional control

Instructions: Instructions as detailed in Russia Sailplanes Ltd Service Bulletin No. 01-09/2002 issued 10 September 2002.

Inspection may be certified by "GL" glider inspector
Remedial action must be certified by a BGA inspector with a "CR" rating

Approved By
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SERVICE BULLETIN # 01-09/2002 (1 page only)

Affected
All BGA registered Me7, AC4 and AC5 types manufactured by Aviastroitel, Russia.

Subject
Rudder security

Reason
Detachment of the lower rudder mounting on one AC4 resulting in the rudder and its lower mounting displacing forward and jamming in the locked-over position. The incident occurred on the ground during the rollout following a normal landing. Loss of directional control resulted.

Action
Inspection and reinforcement of the lower rudder mounting in accordance with the remedial scheme described herein.

Compliance
Before next flight.

Details for Inspection and Remedial Scheme
Remove rudder – undo rudder cable pinch bolts to free rudder cables from base of rudder. Extract split pin from rudder top pivot and withdraw top pivot pin. Lift rudder away from lower pivot bush and set aside.
Inspect security of semi-circular ply plate which is the lower rudder mounting paying particular attention to the epoxy glue line around the curved aft edge where the ply plate is bonded to the fuselage moulding halves.
Inspect the fuselage halves seam from the point where the lower rudder mounting ply plate is adhered, forward to the tailwheel housing.
If there is any visible cracking or separation in the bond between the fuselage halves or between the fuselage halves and the ply plate repair as follows:
- remove ply plate and sand off excess adhesive, if fuselage halves are disbonded clean joint and scuff sand in seam, continue with all actions below.
If there is no visible cracking or separation as described above do not remove and rebond the ply plate but complete the actions below.
- scuff sand whole area under ply plate up to tailwheel housing.
- lay-up two plies 92125 at 45 deg. across fuselage seam ensuring resin is fed into the seam between the fuselage halves as required.
- rebond ply plate using flox (epoxy and cotton fibres) ensuring correct position and alignment and when cured lay-up three plies 92110 at 45 deg. wrapping around the forward edge of the ply plate and overlapping onto the fuselage halves at each side as practicable.
Replace rudder.

Weight & Balance - Not affected

Accomplishment
The remedial work is to be inspected by an appropriately rated BGA Inspector and the aircraft logbook annotated by that Inspector to indicate compliance with this Service Bulletin.

Issued 10 September 2002
Russia Sailplanes Ltd
Hereford