

SAFETY BULLETIN No. SD-1/008a

Concerning: All SD-1 airplanes up to SN 135

Concurrent Documents: Update of SD1-60-500 and SD1-65-500 drawings

Reason: There were found loosen rod end riveting joints on some airplanes especially in the flaperon controls linkage. There is danger of rivets sheer during continuing operation. This problem is caused by wide production tolerance of aluminium alloy tube ID used in the controls. There are airplanes in the service with TT over 800 hours without any findings.

Subject

Action 1: Checking of all push-pull rod ends riveting for loosen joints.

Action 2: Re-riveting of new rivets in the case of positive finding

Latest day of action: During next and then every annual

Action carried out by: Airplane owner

Necessary material: Rivets AVDEL 1031 3206 eventually AVDEL 1051 3206, epoxy

Necessary tools: drill Ø3,2, bench drill machine, hand riveter

Sheets: 2

.....
Igor Spacek
Designer

29.11.2016

WORK PROCEDURE

Action 1

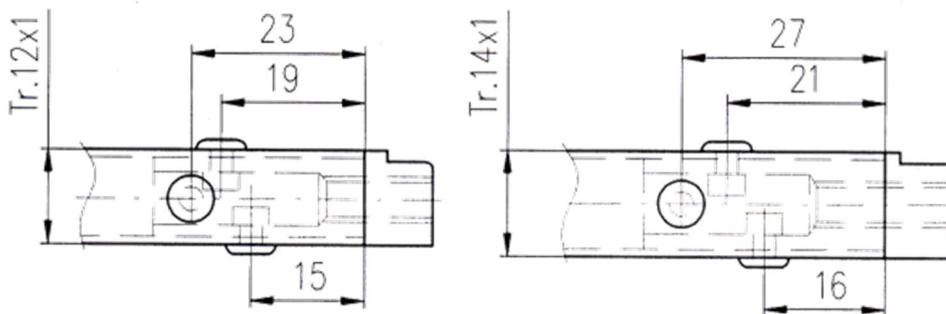
1. Remove seat from the place
2. Remove fuselage side covers
3. Using sufficient light source check possible movement between tube/rod end/rivets by pulling joint as shown on the bellow picture



4. Check all joints as in the flaperon so horizontal tail controls
5. Uninstall rods with loosen joints

Action 2

1. Remove rod end bearing from the rod end
2. Drill out rivets and pull end out of the tube
3. Wash rod end and tube contact surfaces with acetone and let dry
4. Apply epoxy glue on both surfaces and put end to the tube in the same position as before disassembly.
5. Use either AVDEL 1031 3206 rivets or 1051 3206 for re-riveting.
6. In case that you have used the 1031 (aluminium) rivets add 3rd rivet after cure in accordance to bellow drawing.



7. Reinstall rod end bearing on the rod after cure. Reinstall affected rod and reset controls for proper deflections.