



RECREATIONAL AVIATION AUSTRALIA INC

Date: 27 January 2010

RECREATIONAL AIRCRAFT AIRWORTHINESS NOTICE

AIRWORTHINESS NOTICE IDENTIFICATION NUMBER: *AN 270110-1*

Mandatory Inspection of Swaged Control Cable Fittings on Skyfox Gazelle Aircraft

To: All owners and operators of Skyfox Gazelle Aircraft.

Background: Some recent incidents have indicated that some swaged fittings on Skyfox Gazelle Aircraft have become loose over time.

Discussion: Swaged fittings are always capable of being a point of corrosion and can become loose over time. While this could be considered normal, there are certain environments where this can be accelerated. Any aircraft operated or stored in a humid salty environment are particularly at risk and swaged fittings are always moving and placed under stress and will wear and become loose over time. In addition plastic coverings over these fittings can protect the fittings, while at the same time cover wear and keep moisture contained in the fitting.

Action Required:

BEFORE NEXT FLIGHT: Remove the plastic coverings on all swaged control cable fittings. Inspect the swaged fittings for tightness, wear, and corrosion. Any worn, loose or corroded cable fitting should be removed and the cables should be removed and inspected for wear and corrosion. Any cable found to not meet either the manufacturers' limits for wear or corrosion or [FAA AC 43.13](#) limits should be replaced.

Provided that the cable cannot snag on other aircraft fittings, persons in the aircraft during flight, other cables, or equipment fitted to the aircraft, and if there is free movement of the cables and controls, the plastic coverings should be permanently removed. In any case, if a protective covering is required it should only cover the cable ends and not the complete fitting.

At Each 50 hourly and 100 hourly (periodic) Inspection: Visually inspect the swaged fittings for wear, looseness, and corrosion and be replaced as necessary. In salty environments this inspection should be carried out every 25 hours of operation.

It is also recommended that all swaged fittings be inspected co-incident with the control cable inspection.

Recommended Further Action. This is a continuing airworthiness notice. The details of this notice should be written in the **AIRWORTHINESS DIRECTIVE NOTICES CHECKLIST (Blue Pages)** of the Aircraft Log Book as a continuing requirement.

Reports and Recording. The initial and subsequent inspections are to be recorded in the aircraft log book citing **AN 270110-1** each time and any deficits found during these inspections are to be recorded in the aircraft log book and reported to the Technical Manager RA-Aus using the RA-Aus Defect Report Form.

A handwritten signature in black ink, appearing to read 'Stephen Bell', written in a cursive style.

Stephen Bell
Technical Manager

Defect Reporting is one of the primary ways we have in ensuring continued safety in our operations please investigate and report ALL defects as soon as possible.