



# British Gliding Association Aircraft Inspection

Mandatory

Number: 014/03/2001	Issue: 1
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Date: 19<sup>th</sup> March 2001

Subject: Flying Controls – Rudder pedal Adjustment

Applicability: SZD Junior (SZD 51-1)

Accomplishment: Within 10 flights and at each C of A annual inspection.

Reason: Rudder pedal adjustment failed to properly lock causing rudder pedals to slide forward out of reach of pilot. The locking pin rode out of the adjustment hole by a combination of dished locating hole in fore and aft tube and short pin. The fore and aft tube is only 0.7 mm wall thickness and is easily damaged.

Instructions: 1/ Inspect the fore and aft rudder pedal adjustment tube for dishing, wear or damage around the adjustment locating pin holes.  
2/ Ensure the adjustment location pin engages on its full diameter by a minimum of 3mm inside the tube. This engagement is beyond any slight dishing of the fore and aft tube and the chamfer on the end of the pin.  
**Note: If the full engagement cannot be accomplished the aircraft must not be flown until after rectification.**

A modification is in the process of being developed to eliminate this problem.

Approved By  
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector.  
Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot instructor.