AS 33 Es
Technical Note
No. 6 Issue II

Alexander Schleicher
GmbH & Co.
Segelflugzeugbau
D - 36163 Poppenhausen

Subject: Push rod end bearings aileron control

Applicability: **AS 33 Es**; Type-Certificate EASA.A.656; serial numbers 33003 up to and including 33051

Classification: -----

Urgency: 31.03.2023 or within the next 10 FH

Reason: Suppliers Production Deficiency

The AS 33 uses special swivel heads with ball bearings made by Durbal Company at the aileron control system. Identical push rod end bearings have failed at a LSA Aerospool WT-9 Dynamic in flight so that EASA published the Safety Information Bulletin SIB 2022-10 (https://ad.easa.europa.eu/ad/2022-10R1). EASA recommends to exchange the push rod end bearings because no dedicated batch could be identified for certain that caused the failures.

Action: The push rod end bearings BRM 06-00-501 installed in the levers of the automatic connection system of the aileron (AS P/N 330.51.1018) at the wing root ribs have to be replaced by swivel heads type Fluro GAXSW 6 according to the working instruction 330.90.9002.

To reduce the effort for the exchange special bolts (AS P/N 330.51.0043 and 330.51.0044) can be used instead of the serial tubular rivet.

Material and Drawings:

50.000.0189	Gelenkkopf Fluro GAXSW 6
330.90.9002	Working instruction Exchange swivel heads in automatic connectors
330.51.0043	Schraube für Befestigung Gelenkkopf Teil 1
330.51.0044	Schraube für Befestigung Gelenkkopf Teil 2

Mass and Balance: The change in mass and C. of G. position is neglectable

Notes: Original spare parts with EASA-Form 1 accomplished by the manufacturer Alexander Schleicher GmbH & Co have to be used, only.

The exchange of the swivel heads has to be considered as a non-complex maintenance task regarding aviation law. The respective regulations must be applied.

Poppenhausen, 08.03.2023

Alexander Schleicher
GmbH & Co.

i.A.
(T. Mörsel)

This Technical Note bases on the type certificate of the AS 33 Es, which was approved by EASA under the type certificate number EASA.A.656.

The issue II of this Technical Note bases on a change, which was approved by EASA under the major change approval EASA 10081311.