

# AUSTRALIAN SPORT ROTORCRAFT ASSOCIATION INC

## AIRWORTHINESS DIRECTIVE



ABN 53 412 417 012

**No.** AD 2007.02  
**Date:** 14 June 2007  
**Subject:** **Articulated Push Rod Pivot Arms**

### **Background.**

AD 03/2001 was issued to draw attention to the possibility of incorrectly torqued bolts causing either control system “lockup” or loss of control due to the movement of the pivot arm attach mechanism.

The purpose of this directive is to further ensure that the pivot arm attach mechanism is precluded from moving in the event that the clamping bolts are incorrectly torqued.

### **Directive.**

Effective immediately, gyroplanes that utilise articulated push rods must be modified in such a manner that movement of the pivot arm attach mechanism is not possible regardless of the torque applied to the clamping bolts.

A suggested method of achieving this is to use a fixed, non-flexible rod that secures the clamping mechanism to the airframe at a suitable location.

Evidence that the modification has been satisfactorily completed must be recorded in the gyroplane logbook and signed off by an ASRA Technical Adviser or a person approved for the purpose by the ASRA Operations Manager.

Furthermore, it is strongly recommended that where bellcranks are used in the system, the distance between rod ends attached to the bellcranks be kept to an absolute minimum, the preference being for a pivot arm that uses one bolt to attach the rod ends to it.

ASRA Operations Manager.