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|---|--------------------------------------|--|---|-----------------------------------|-------------|
| Jabiru Service Letter: Rudder Cable End. | | | JABIRU AIRCRAFT PTY LTD P.O. Box 5792 Bundaberg West Queensland, Australia. Phone: +61 7 4155 1778 Fax: +61 7 4155 2669 Web: www.jabiru.net.au Email: info@jabiru.net.au | | |
| JSL019 | Release Date: 14 December 2015 | Effective Date: 14 December 2015 | Affected Models: See Applicability | S/No. Range: See Applicability | Page 1 of 3 |

SERVICE LETTER: JSL019

Issue: 2

Release Date: 14 December 2015

Effective Date: 14 December 2015

Subject: Rudder Cable End Inspection.

Affected Models: All Jabiru Airframes.

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1 Applicability:

- This document is an **informational letter** applicable to all Jabiru Aircraft.

2 Background:

2.1 General

- A single incident involving the precautionary landing of a Jabiru aircraft has highlighted a condition which can potentially lead to an in-flight loss of rudder control.
- On inspection, by the operator, it was found that the rudder cable had broken.
- Jabiru inspected the parts and have found that the cable end had been bent before it failed.
- This service letter has been prepared to inform operators and maintainers of Jabiru Aircraft of this condition.

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Figure 1 – Location where cable broke.



Figure 2: Rod end with broken end of cable.

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Figure 3: Cable end.

3 Rudder Cable Ends.

- All Jabiru Aircraft use a push pull type rudder cable. The end of the cable is fitted with a rod end, for attachment to rudder pedals. **The factory installation has proven to be suitably robust in service.** (1 confirmed instance for over 8,000 cables in service)
- The only likely cause of the cable being bent, in this instance, is force applied by a pilot's foot. The bend was in the horizontal plane. Investigation revealed that a large amount of force was required at an awkward angle.
- The rudder cable end is stainless steel so once bent only a small number of push pull cycles are needed to cause it to break.

4 Reminder of current practices

- Cable end condition need to be checked during daily inspection, as with other external cable ends.
- The Jabiru Airframe Technical Manual (JTM001) contains requirements for the maintenance of control cables and rod ends. **Cables with bent shaft ends MUST BE REPLACED before any further flight. Bent shaft ends cause bending loads through the threaded section which will cause the cable end shaft to fail.**
- Always refer to the most recent revision of these documents.
- Rudder pedal linkages and cables ends are inspected every 100hrs.
- **Responsibilities of LSA owners to report incidents.**
http://jabiru.net.au/images/Owner_Operator_Responsibilities.pdf

5 Compliance

- This Service letter does not prescribe any special maintenance actions.
- This letter has been produced as **informative material** for operators and maintainers of Jabiru Aircraft.

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LSA Service Notification: JSN019

Issue: 2
Release Date: 14 December 2015
Effective Date: 14 December 2015
Subject: Rudder Cable End Inspection
Affected Models: All Jabiru Airframes.

Applicability:

- This Notification is applicable to all LSA products which fall within the Applicability ranges given in Jabiru Service Letter JSL019 Issue 1.

Requirement:

- Operators of aircraft within Light Sport Aircraft categories must comply with any requirements of Jabiru Service Letter JSL019 Issue 1

Compliance:

- Any compliance details given in JSL019 Issue 1 must be met.

Background:

- This LSA Service Notification is advice of JSL019 Issue 1 for Jabiru engines operating within Light Sport Aircraft Categories.