



**AUSTFLIGHT DRIFTER OWNERS**

**REFERENCE - STI AF - SBC -98-008**

May 7th 1998.

**SPECIAL TECHNICAL INSTRUCTION**

Following a report in the May issue of the Australian Ultralight Magazine concerning movement at the elevator horn connection, the manufacturer has raised this STI to confirm this complaint. All Drifter certified aircraft prior to Model SB (strut braced) are fitted with two AN3-7A bolts in this location.

**PROBLEM**

Premature elongation to the two retaining bolt holes which join the port and starboard side elevator horns together: From new these holes are drilled 3/16" which provide a fitted grip length on the bolt.

If these bolts are not checked periodically for tightness, then over a period of time premature wearing to the horns can occur..

**PROCEDURE**

Check elevator starboard and port for movement at connecting horns. Remove both AN3-7A bolts and replace with AN3-10A bolt with sufficient flat washers (AN960-10) to ensure nut does not bottom out on the thread. With nut tensioned firmly, at least two clear threads should be showing past nut.

If bolt holes are found worn or elongated then replacement of the horn assembly is required as there is insufficient material available to allow fitment of next size bolt. In this case contact the factory concerning replacement parts and procedures.

**ACTION**


Suggested fitment of longer AN3-10A bolt to all previous Drifter aircraft Models A503 - A582 cable braced. Inspection of assembly and replacement if required on SB model which already uses this length bolt due to additional trim cable guide installation being fitted.

Inspect and tension bolt nuts periodically as required.

**MATERIAL**

2 x AN3-10A bolt, 2 x AN960-10 flat washer.

Authorised by: .....



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**Distribution:**

To all Drifter SB owners direct and inclusion in AUF magazine for 95-25 category.

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