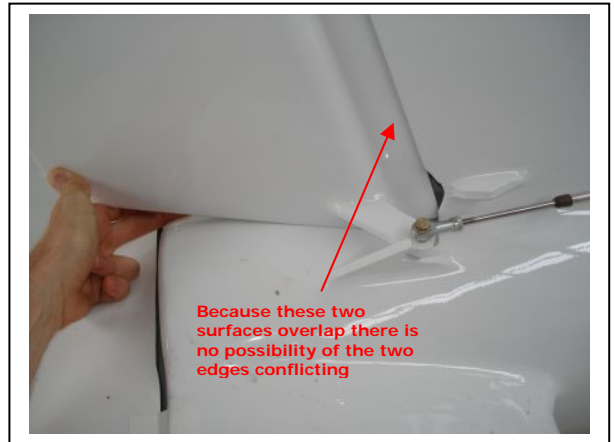


Airworthiness Alert

Jabiru Aircraft- 4th August 2010

As you may have read in the *Safety Spot* feature in the August edition of the LAA Magazine, *Light Aviation*, a Jabiru 430 aircraft has been involved in an in-flight primary control surface jam. In this case the jam involved the rudder which caught the trailing edge of the fin; the aircraft was successfully forced landed with no damage or injuries. If you don't have a copy of *Light Aviation* to hand you can review this and all the other *Safety Spot* features [here](#).

After reviewing this event it has been decided that an urgent inspection of the primary control clearances on aircraft within the LAA's Jabiru fleet needs to be undertaken. For this reason an Airworthiness Information Leaflet has been written and sent to owners.



This is an acceptable rudder fit; there is no possibility of the rudder's leading edge fouling the fin's trailing edge.

Courtesy – Jabiru Aircraft



This is an example of an unacceptable rudder fit, under some circumstances the leading edge of the rudder could jam against the trailing edge of the fin.

Courtesy – Jabiru Aircraft

Essentially, this is a simple inspection, but, because of the seriousness of the possible consequences of a control surface jam, this inspection must be signed off by an LAA inspector.

Before you undertake this inspection you will need a copy of the Jabiru Service Bulletin JSB 019-1 (29th February 2008) which can be downloaded [here](#).

The following bulletins affecting Jabiru aircraft have been published earlier today:

LAA/MOD/274/015 issue 1 (affecting SK, UL and UL450 aircraft) – Download [here](#).

LAA/MOD/346/001 issue 2 (affecting J.160 aircraft) – Download [here](#).

LAA/MOD/325/003 issue 2 (affecting J.400 aircraft) – Download [here](#).

LAA/MOD/336/001 issue 2 (affecting J.430 aircraft) – Download [here](#).