

Advisory Bulletin 02-22-00

Aileron torque arm failure . . .

Applies only to Two Seat CGS Hawk Classics and Arrows

History

A 1996 CGS Hawk Classic Two Seat trainer experienced a failure of the aileron torque arm. The failure occurred in flight during normal operations. The pilot was able to execute a safe landing, there were no injuries or further damage. After landing the previous owner flew the plane back to the home field using rudder, elevator controls and flaps. An inspection of the failed part showed that the fracture was not sudden, but started as a small crack adjacent to the weld. The crack slowly enlarged over time until the remaining portion failed.

Probable cause

This plane has had many hours of dual instruction logged and has been used as a training ship since new. Because this is the one and only failure of this type since 1984 when this model was introduced it is difficult to assess the cause. It is not known if the part may have been previously damaged by someone entering or exiting the plane, or if there was a faulty weld, etc. No probable cause has been determined.

Action

We would advise all owners of Two Seat CGS Hawk Classics and Arrows to inspect the welded area where the 1/2" tube mates with the 1 1/8" tubing looking for any abnormalities. If any are found contact CGS Aviation immediately. In an effort to prevent this from occurring again, CGS is currently testing a reinforcement to the torque arm. New Two Seat CGS Hawk Classics and Arrows will have this reinforced torque arm installed. Those who would like to have this reinforcement added to an existing Two Seat CGS Hawk Classic or Arrow contact CGS for details on a retro fit.

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