



Safety Information Bulletin

Airworthiness

SIB No.: 2022-10R1

Issued: 06 February 2023

**Subject: Durbal Metallwarenfabrik and Maedler Push Rod Ends
Production Deficiency**

Ref. Publications:

None.

Revision:

This SIB revises EASA SIB 2022-10 dated 06 December 2022.

Applicability:

Push rod end bearings for installation in the elevators, ailerons or other control systems, having Maedler Part Number (P/N) 63250600, and DURBAL Metallwarenfabrik P/N BRM 06-00-501.

These are standard parts and could be installed on sailplanes, small aeroplanes and light rotorcraft.

These bearings are known to be installed on, but not limited to:

- Aerospool WT-9 Dynamic Light Sport Aircraft and Ultra Light Motorized aeroplanes,
- Lange Aviation Antares E1 sailplanes,
- Alexander Schleicher AS 33 sailplanes.

The following batches are known to be affected:

- DURBAL or Maedler/Germany batch no. 20078 (as indicated on part),
- DURBAL or Maedler/Germany batch no. 21486 (as indicated on part).

These batches are known to have been delivered throughout the year 2022.

At this time, however, it is not possible to clearly identify all the affected batches.

Description:

EASA has received reports of failed control system push rod ends. Such failures have occurred during production and also in flight. Further investigation of the affected push rod end bearings showed signs of hydrogen embrittlement, probably caused by a production deficiency during manufacturing.

This SIB was issued to raise awareness and to provide information regarding this safety concern.

This SIB is revised to specify batches potentially affected by the manufacturing deficiency.

This is information only. Recommendations are not mandatory.



At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) [748/2012](#), Part 21.A.3B.

Recommendation(s):

EASA recommends operators to seek the Type Certificate Holder's advice, should these parts be replaced during maintenance operations.

EASA recommends manufacturers to replace each affected push rod end bearing on an aircraft with a different P/N eligible for installation on that product.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.
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