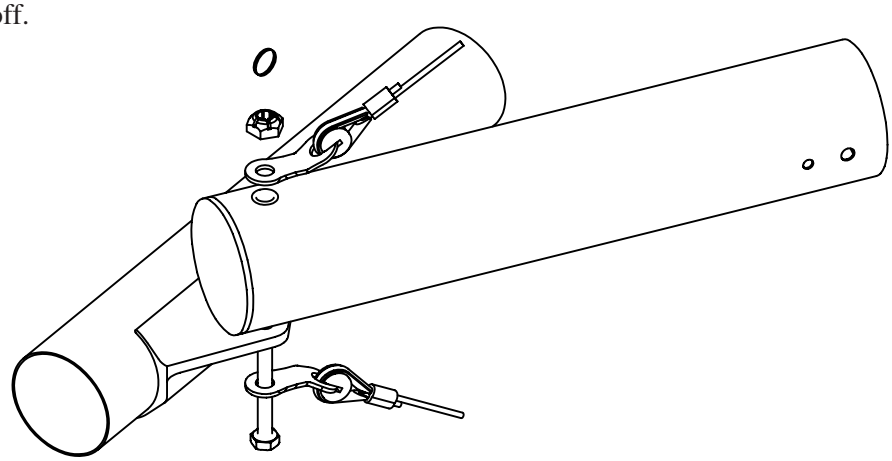
Applies To

All Falcons, and especially Falcon 225's with optional 6061 Leading Edges and Falcon Tandems

Introduction

The diagram below shows the correct assembly of the leading edge to crossbar junction on all Falcon models. Recently it was reported to us that this junction became disassembled in flight on a Falcon 225. Apparently, the bolt had been incorrectly installed upside down, with the castle nut and safety on the bottom, when the glider was re-assembled after shipping. It is possible that in addition the safety ring was deformed during installation, leaving the split portion of the ring "open." The improper assembly orientation, possibly aggravated by the deformation of the ring, apparently allowed the ring to be caught on the sail and eventually pulled out of the bolt, which in turn allowed the nut to loosen and come off.



On most Falcon models, this junction need not be and is not disassembled for shipping breakdown. However, on a limited number of Falcon 225's produced at dealer request with optional 6061 leading edges, and on all Falcon Tandem models (which use 6061 leading edges as the stock configuration), it is necessary to disassemble this junction to break the glider down for shipping. This junction may also be disassembled on any Falcon during an inspection or repair process.

Parts Required

Qty	ID	Description
2	10P-1100	SAFETY RING AN 9491 SMALL

Tools Required

2	7/16" Open End or Box End Wrenches

Procedures

Inspect the junction and verify that it is assembled as shown, with the castle nut and safety ring on the top of the crossbar. If it is not, disassemble the junction and re-assemble as shown. Also, inspect the safety ring to insure that it is not significantly deformed or spread at the ends. If the ring is deformed it should be replaced. The ring should also be replaced any time this junction is disassembled and re-assembled. Note that during assembly the proper procedure is to tighten the nut fully, then loosen it just enough so that the tangs are able to turn freely on the bolt, then loosen it farther just until one of the gaps in the castle nut aligns with the hole in the bolt, and then install the safety ring, taking care not to deform the ring during installation.

Finally, note that this junction should be pre-flight inspected prior to each flight.