

**Revised 1/14/94 Destroy all previous copies**

**Applies To:**

All layflat hardware style gliders (including the RamAir) utilizing the keel track / slider control bar apex system.

In November, 1993 there was a design change to the control bar apex slider. The purposes of the design change were to improve the slider's resistance to damage in hard landings, to improve the retention in the slider of the plastic glide strips, and to reduce the chance of fatigue on the swan wire where it exits the front of the slider. The new slider is wider, increasing the thickness of the upper ears, and making them less likely to bend open as a result of a hard landing impact transmitted through the control bar. The new slider is extended in the front so that the slider contacts the stop bolt directly instead of via the edge of the plastic glide strip, and the slider now has a retaining slot in the front for the bottom plastic glide strip. Finally, the exit hole for the swan wire is extended and has an internal radius to reduce the chance of wire fatigue.

**Service and Airworthiness Note:**

1) Any time a downtube is replaced on a layflat type glider, the slider ears should be carefully inspected for deformation. If the ears are deformed the slider should be replaced by replacing the entire swan wire assembly.

2) The plastic glides (one on the bottom and one on each side) must be in place for the apex slider to operate properly.

3) Inspect the swan wire at regular intervals where it exits the slider block. If you see any evidence of kinking of the wire or damaged or broken strands replace the wire assembly.

**Parts Replacement Note:**

The new style slider, because it is wider, requires a longer bolt (see diagram above). If you are replacing a swan wire on an early model (manufactured before November of 1993) you must also order a new, longer bolt, as shown above.

## OLD STYLE



## NEW STYLE

