



AIRWORTHINESS ADVICE NOTICE

TYPE AFFECTED: Janus, Janus B and Janus C

SUBJECT: Miscellaneous airworthiness information.

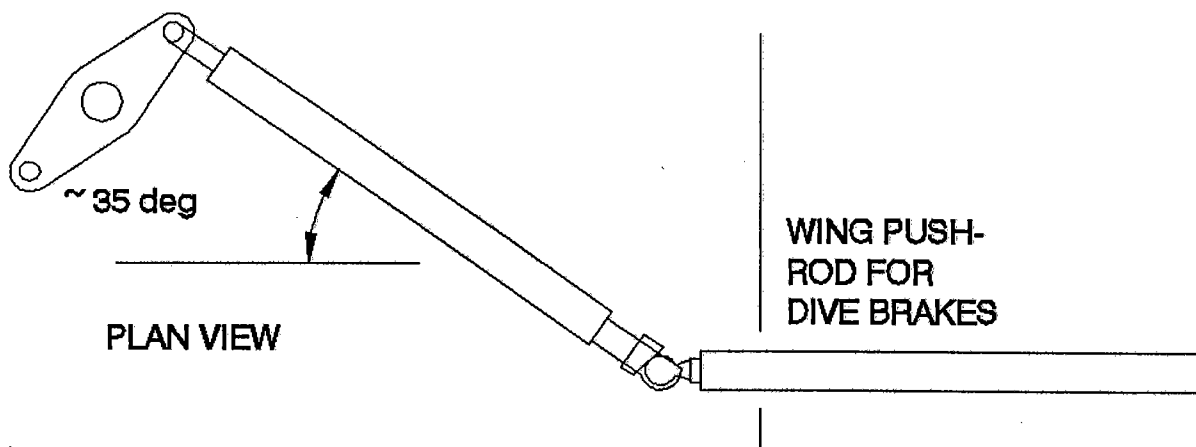
BACKGROUND: This AN records airworthiness information which is not mandatory but which is useful to know.

This issue corrects Item 12 (Technical Note No 28, not TN No 25) and adds Item 13 (TN No 295-29, previously issued in error as AN 150) and Item 14 (hints to help prevent take-off with unlocked canopy).

MAINTENANCE TIPS

1. During an annual inspection of a Janus B the L'Hotellier balls and couplings were found to be galled after only 150 hours in service. It was found that the balls were binding when the dive brakes were actuated because the coupling had been rotated during maintenance to couple from the top rather than the side.

To provide sufficient angular movement the couplings in the dive brake circuit should be installed on their sides as shown below. Note: the diagram in the Maintenance Manual would indicate that the couplings should all connect from the top, which is not correct.



L'Hotellier coupling set up

APPROVED MODIFICATIONS:

SIGNED:

[Signature]
for CHIEF TECHNICAL OFFICER AIRWORTHINESS



For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

GFA AN 37	ISSUE: 5	24 August 2001	Page 2 of 3
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1. Schempp-Hirth technical note 295-3 describes the optional installation of water ballast bags in early serial number gliders which were not built with water ballast tanks. This technical note has not been issued in English and Schempp-Hirth or their Australian agent should be contacted for further information.

2. Schempp-Hirth technical note 295-6 permits the removal of the tail parachute. This technical note has not been issued in English and is primarily concerned with removing references to the tail parachute from the flight and service manuals. If the tail parachute is removed all references to the tail parachute in the flight and maintenance manuals should be ignored.

3. Schempp-Hirth technical note 295-8 describes the optional conversion of Janus to Janus B by replacing the all flying tail with a tailplane and elevator. As this conversion requires the issuing of a new certificate of airworthiness and a new certificate of registration the CTOA should be contacted prior to starting work. Kits of parts, drawings etc. should be obtained from Schempp-Hirth or their Australian agent.

4. Schempp-Hirth technical note 295-9 describes the optional installation of a nose hook on gliders built before 30 March 1982 (gliders built after this date must have a nose hook. See MAR 2)

Note: The installation of a nose hook has been highly recommended by the GFA Technical Committee and the GFA Operations Panel.

Copies of the technical note are available from the GFA Secretariat on request. Materials and drawings may be obtained from Schempp-Hirth or their Australian agent.

5. Schempp-Hirth technical note 295-10 describes the optional installation of trim ballast on gliders built before 30 August 1980 (gliders built after this date must have trim ballast. See MAR 1)

Note: The installation of trim ballast is highly recommended by the GFA Technical Committee and the GFA Operations Panel.

Copies of the technical note are available from the GFA Secretariat on request. Materials and drawings may be obtained from Schempp-Hirth or their Australian agent.

6. Schempp-Hirth technical note 295-12 describes the optional installation of adjustable rudder stops. This technical note has not been issued in English and Schempp-Hirth or their Australian agent should be contacted for further information.

7. Schempp-Hirth technical note 295-13 describes the optional installation of a hydraulic disc brake. Copies of the technical note are available from the GFA Secretariat. Materials and drawings may be obtained from Schempp-Hirth or their Australian agent.

8. Schempp-Hirth technical note 295-15 describes an optional modification to the rudder system which eliminates the rear bellcrank. Copies of the technical note are available from the GFA Secretariat. Materials and drawings may be obtained from Schempp-Hirth or their Australian agent.

9. Schempp-Hirth technical note 295-17 describes the optional installation of a tail wheel on Janus B and Janus C models. Copies of the technical note are available from the GFA Secretariat. Materials and drawings may be obtained from Schempp-Hirth or their Australian agent.

Owners of Janus gliders wishing to install a tailwheel should contact the CTOA regarding replacement pages for the flight and service manuals.

10. Schempp-Hirth technical note 295-24 describes the optional installation of 'Wedekind' safety sleeves for safetying of L'Hotellier couplings instead of the conventional safety pins. This technical note is available from the GFA secretariat on request.

11. Schempp-Hirth technical note 295-25 describes the optional installation of an enlarged fin and a stiffened tailplane on the Janus C. Copies of this technical note may be obtained from the GFA Secretariat on request.

12. Schempp-Hirth technical note 295-28 describes the optional amendment of the flight manual for higher minimum front seat loads.

13. Schempp-Hirth Technical Note No 295-29 describes the optional amendment of the flight manual to reflect a reduction of the minimum front cockpit load taking into account the weight of the occupant of the rear seat (this TN was issued in error as AN 151, which is hereby cancelled). The Technical Note is available from the GFA Secretariat on request.

14. A number of cases have occurred in Australia of Janus canopies coming open in flight, in most cases because they were not properly locked before take-off and the pilot(s) did not detect this during their checks. To help alert pilots and ground-crews to the fact that a canopy is down but not locked, red paint can be applied to the left vertical wall of the canopy frame and the left cockpit sill. The red band will be visible to a pilot or someone outside the aircraft and thus could prevent a take-off with an unsecured canopy.

In addition, one club uses an auxiliary loop of 4mm bungee cord fitted around the airbrake horizontal pushrod in the front cockpit and looped around the canopy opening knob prior to take-off (only used in operations where parachutes are not worn). The dual effects of this cord are (i) it is an additional action needed to secure the canopy and seems to lead to the canopy closing action being carried out more reliably and (ii) if the canopy is not locked, it will only rise up to the extent of the stretch in the bungee.