

GLIDER TYPE AFFECTED:

Schemp-Hirth Standard Cirrus.

- (Item 1) Serial Nos. 1 to 510, 528 and 529 Manufacturer Schemp-Hirth, and all serial numbers with index "G" Manufacturer Grob.
- (Item 2) All serial numbers to 604 including all with index "G".

BACKGROUND:

It has been found that with a heavy pilot or if the upper attachment bolt holes are elongated it is possible for the pilot's seat to deflect sufficiently to obstruct operation of the release hook. Additionally it has been found that if the left aileron push-rod is not connected the intermediate rod may cause jamming of the aileron control.

REQUIRED ACTIONS:Item 1. Reinforcement of pilot's seat.

- 1 a. Check if the seat is already reinforced as shown in sketch No. 1; if not, proceed as follows -
- 1 b. (i) Sand the area to be reinforced with sharp sandpaper.
- (ii) Adhere the stiffener core material which may be foam styropor, or conticell, plywood or solid wood 300 x 40 x 10 mm using epoxy. Epecote 162 and Laromin C260 hardener or similar thickened with microballoons or chopped cotton wool. Lay up over the stiffener with three layers of Intaglas 92125 glass cloth or equivalent each about 350 x 100 mm.
- 1 c. After curing of the resin reinstall the seat and check that the release hook can be operated without obstruction.

Item 2. Fitting of safety brace to fuselage frame.

- 2 a. Make up a brace bar to the dimensions as shown in sketch 2 from mild steel or dural rod 5 or 6 mm diameter.
- 2 b. Install the brace to the fuselage frame between the airbrake lever bearing and the left diagonal strut using standard worm drive hose clips.

ACCOMPLISHMENT:

Item 1 may be carried out by the holder of an Airworthiness Authorisation (CA 1109) endorsed for F.R.P. minor repairs.

Item 2 may be carried out by the holder of an Airworthiness Authorisation (CA 1109) endorsed for standard repairs or modifications wood, metal or F.R.P. or replacements of components.

Details to be entered in Glider's Log book.

COMPLIANCE:

Both Items 1 and 2 are to be completed on or before 19th July, 1976, Compliance is mandatory.

This directive is issued pursuant to Air Navigation Regulations under the delegated authority of the Secretary of the Department of Transport.



(Douglas Lyon)
CHIEF TECHNICAL OFFICER AIRWORTHINESS
GLIDING FEDERATION OF AUSTRALIA.

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Technical Note No. 278-18

Reinforcement of the seat



