

AIRWORTHINESS DIRECTIVE

Issue 1

TYPES AFFECTED:

Schempp-Hirth Cirrus
Cirrus VTC

SUBJECT:

Inspection of the divebrake control system.

BACKGROUND:

On several Cirrus sailplanes overseas the bolt welded to the connecting rod for the divebrake arms (Fig. 1) has given trouble. (Schempp-Hirth Technical Note 265.8).

ACTION:

Before 15 hours

1. Remove the divebrake arm connecting rods from both wings and inspect them for defects.
 - (a) If the bolt is bent or cracked the connecting rod must be replaced with a new one or be repaired by cutting off the old bolt at the weld and welding on a new 8mm bolt. (Fig. 2).
 - (b) If the weld only is cracked and the bolt shows no other defects it may be repaired by re-welding.
 - (c) If the connecting rod has a 6mm bolt (Serials Nos 1 to 50 and it shows any of the above defects it must be replaced with a new connecting rod or the bolt cut off and new 8mm bolt welded on. The push rod will need to be drilled and tapped to suit.

NOTE: A BENT BOLT MUST NOT BE STRAIGHTENED.

2. Re-assemble the divebrake control circuit and rig the glider.
 - (a) Check that the divebrakes on both wings open and close simultaneously.
 - (b) The force required in the cockpit to lock the divebrakes must be between 10kg and 20kg. Adjust the push rods in both wings the same amount to achieve this figure. (Lengthen the rod to increase the locking force).
 - (c) When the control circuit is properly adjusted, tighten the locknut in the divebrake box on both wings.
3. Repeat Actions 1 and 2 each annual inspection.

IMPLEMENTATION:

Inspection and adjustment of the divebrake control circuit must be accomplished by a DoA 1109 inspector authorised for C. of A. inspection any type and the work entered in the sailplane logbook.

Any welding must be done by a DoA licensed aircraft welder or GFA authorised welder and entered in the sailplane's logbook.

Issued by: *R. Burns*

Chief Technical Officer,
Airworthiness

3/9/1987

For and on behalf of:

GLIDING FEDERATION OF AUSTRALIA

Sheet 1 of 3

GFA AD 317	Issue 1
3/9/1987	Sheet 2 of 3

MATERIALS: M8 x 40mm bolts and lock nuts or complete new connecting rods
(to Schempp-Hirth drawing 50.017) may be obtained from:

Schempp-Hirth Flugzeugbau GmbH
Postfach 1443
D-7312 Kirchheim/Teck
West Germany
or the Australian agent.

WEIGHT AND BALANCE: No influence

COMPLIANCE: The requirements of this Airworthiness Directive are mandatory.
This Directive is issued pursuant to Air Navigation Regulations
under the delegated authority of the Secretary of the Department
of Aviation.

GFA AD 317	Issue 1
3/9/1987	Sheet 3 of 3

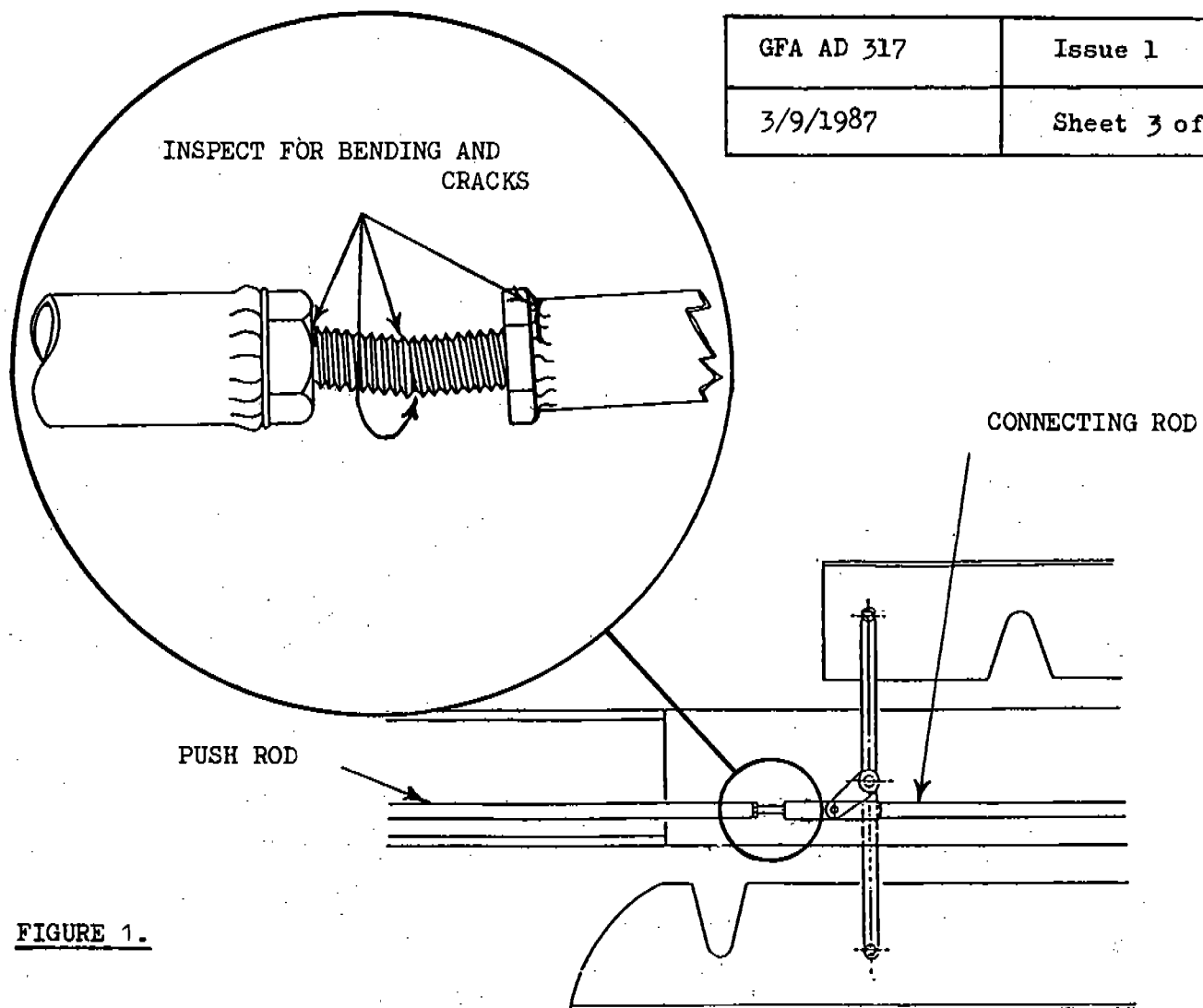


FIGURE 1.

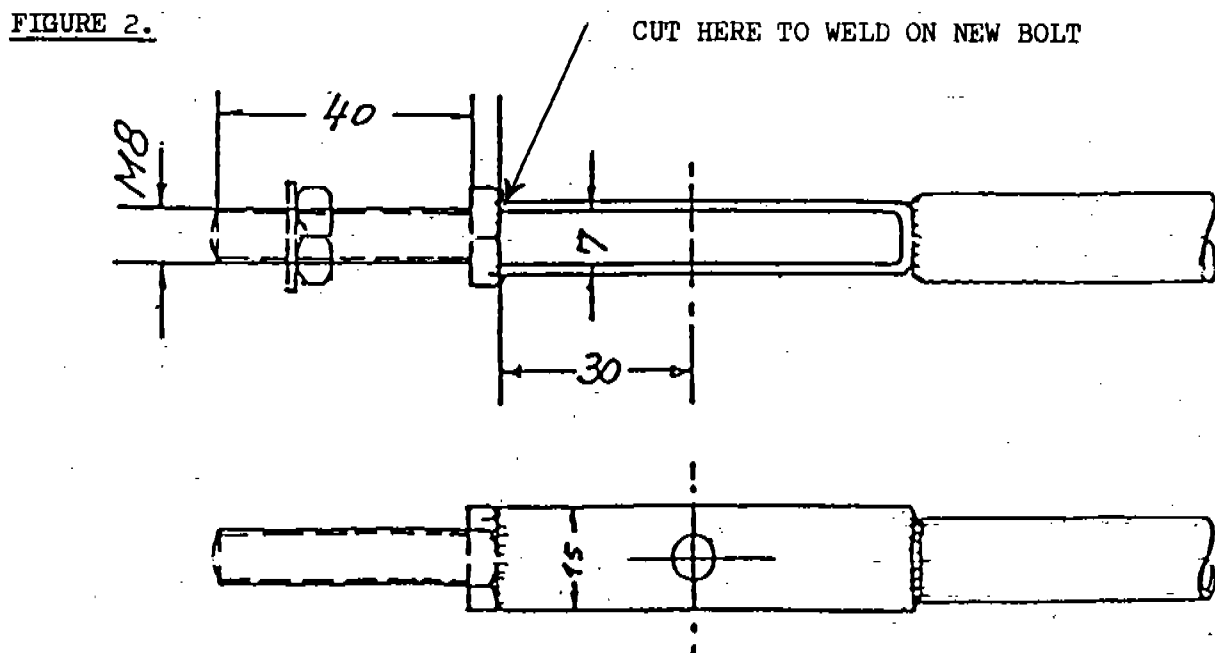


FIGURE 2.