

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: Standard Cirrus S/N 537, 586, 593, 595, 597 - 599 and 601 up
Standard Cirrus B
Nimbus 2 S/N 86, 93, 96 and up
Janus All serial numbers
Mini Nimbus HS7 All serial numbers

SUBJECT: Inspection and modification of the tailplane locking mechanism.

BACKGROUND: Due to a lack of maintenance or wear the locking hook on the tailplane may disengage allowing the tailplane to fall off.

DOCUMENTATION: Schempp-Hirth combined technical note: 278-36, 286-33, 295-26, 328-11, 798-3

ACTION REQUIRED: At or before the next annual inspection a locking mechanism to prevent movement of the tailplane locking lever must be installed. An acceptable method of complying with this requirement is to follow the instructions in the attached Schempp-Hirth combined Technical Note. Parts may be obtained from Schempp-Hirth or their Australian Agent or manufactured according to the attached drawings using mild steel or better. When fitting the cheek plates ensure that they are installed under the fibreglass.

Alternate methods may be approved by the CTOA.

Note: At all annual inspections the freeplay of this fitting should be removed in accordance with the procedures in the service manual. If it is not possible to remove the freeplay using the adjusting screws then the locking hook must be replaced.

WEIGHT AND BALANCE: Not affected

IMPLEMENTATION: The requirements of this AD may be performed by the holder of a DA 1109 Glider Inspectors Certificate rated for issue of Maintenance Releases.

COMPLIANCE: The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.

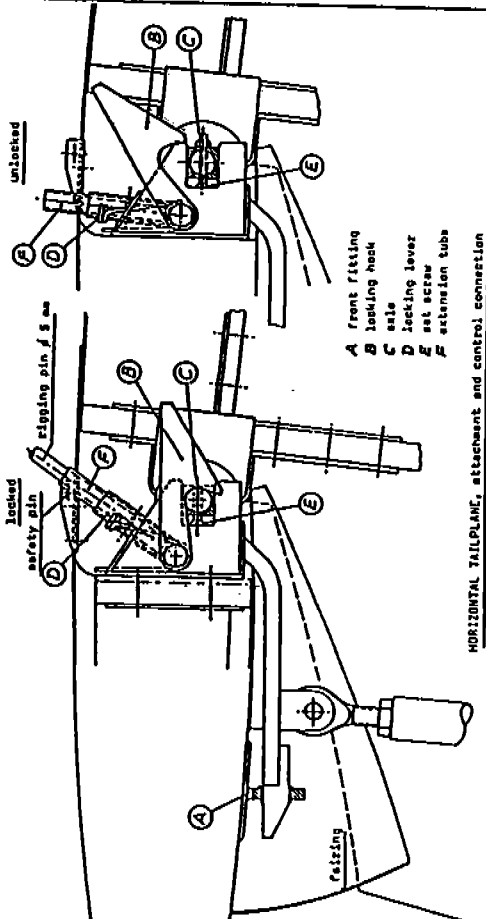
SIGNED:

CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

Schempp-Hirth Flugzeugbau GmbH Postfach 1443 D-73222 Kirchheim unter Teck LBA-Nr. IB 5	278 - 36 286 - 33 295 - 26 328 - 11 798 - 3	Page No. 2 No. of pages 2
TECHNICAL NOTE NO.		
<u>Urgency</u> : On the occasion of the next annual inspection, but not later than March 31st, 1995		
<u>Reason</u> : Due to the lack of maintenance or because of wear, the locking hook on the tailplane attachment bracket became disengaged in a number of cases, so that the horizontal tailplane was no longer securely attached to the fin.		
<u>Actions</u> : 1. Re-adjustment of the set screws on the tailplane attachment bracket to eliminate any tangential play. Follow the instructions given in the Service Manual, section "Backlash of the attachments". Note! Should it prove impossible to eliminate the play in the tailplane suspension (move tips of tailplane back and forth), the tailplane attachment bracket with its locking hook (B) must be removed. 2. Installation of a safety device for the locking lever (D) in accordance with the working instructions given in the appendix. 3. Check of the rigged and secured horizontal tailplane for full and free movement up to the stops.		
<u>Weight/</u> <u>C/G position</u> : Alteration negligible		
<u>Material</u> : See view of the locking lever safety device. The material may be obtained from Schempp-Hirth.		
<u>Note</u> : 1. The actions may be carried out by a skilled person. Their proper accomplishment is to be checked by a licensed inspector and must be entered in the aircraft's log. 2. For sailplane model "Standard Cirrus CS 11-75L" a Service Bulletin No. 2 (covering the securing of the tailplane locking lever) has already been published by LANAUER INDUSTRIES on March 12, 1980 - see also Airworthiness Directive No. 80-113 dated May 5, 1980, issued by the LBA.		
Kirchheim/Teck, November 11th, 1994 Issued: <i>H. Traiber</i> (H. Traiber)	LBA-approved! The German original of this Technical Note has been approved by the LBA under the date of <i>November 24th, 1994</i> and is signed by Mr. <i>SKD</i> The translation into English has been made by best knowledge and judgement.	

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TECHNICAL NOTE NO.																	
<u>Subject</u> : Attachment of the horiz. tailplane																	
 Locked safety pin Unlocked rigging pin A front fitting B locking hook C safety pin D locking lever E set screw F extension tube HORIZONTAL TAILPLANE, attachment and control connection																	
<u>Affected</u> : <table border="1"> <thead> <tr> <th>Sailplane model</th> <th>ATC No.</th> <th>S/N affected</th> </tr> </thead> <tbody> <tr> <td>Standard Cirrus</td> <td>278</td> <td>573, 586, 593, 595, 597 - 599, 601 and up</td> </tr> <tr> <td>Nimbus-2</td> <td>286</td> <td>86, 93, 96 and up</td> </tr> <tr> <td>Janus</td> <td>295</td> <td>all</td> </tr> <tr> <td>Mini-Nimbus HS7</td> <td>328</td> <td>all</td> </tr> </tbody> </table>	Sailplane model	ATC No.	S/N affected	Standard Cirrus	278	573, 586, 593, 595, 597 - 599, 601 and up	Nimbus-2	286	86, 93, 96 and up	Janus	295	all	Mini-Nimbus HS7	328	all		
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Schempp-Hirth
Flugzeugbau GmbH
Postfach 1443
D-73222 Kirchheim unter Teck
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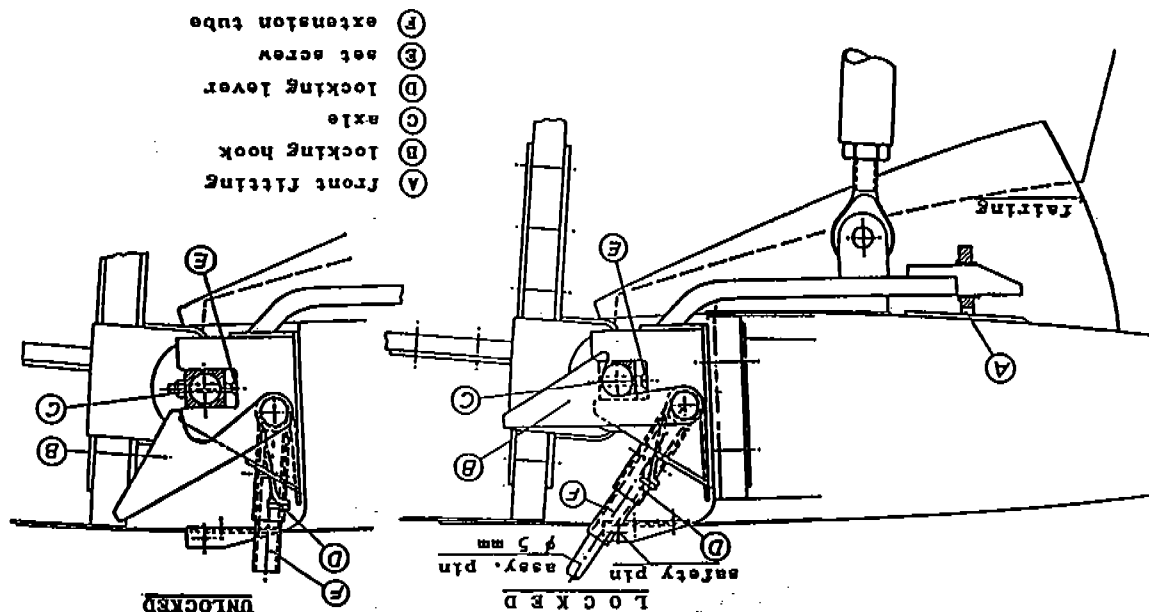
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HORIZONTAL TAILPLANE, ATTACHMENT AND CONTROL CONNECTION



WORKING INSTRUCTIONS FOR INSTALLING THE SAFETY DEVICE FOR THE TAILPLANE LOCKING LEVER

1. Re-adjust set screws on tailplane attachment bracket such that there is no tangential play.

Note: Should it prove impossible to eliminate the play (move tips of tailplane back and forth), the tailplane attachment bracket with its locking hook (B) must be replaced.

2. Cement extension tube (F) into locking lever (C) and secure in position with the aid of a cotter pin 2 x 16 (DIN 94).

3. Fit angular metal fittings to tailplane and mark their position with the latter in place, locking lever (D) in rearward (locked) position and coving safety pin resting against the extension tube (F).

4. Remove tailplane and attach angular metal fittings as shown in the sketch.

5. Mount horizontal tailplane, secure it and check for full and free movement up to the stops.

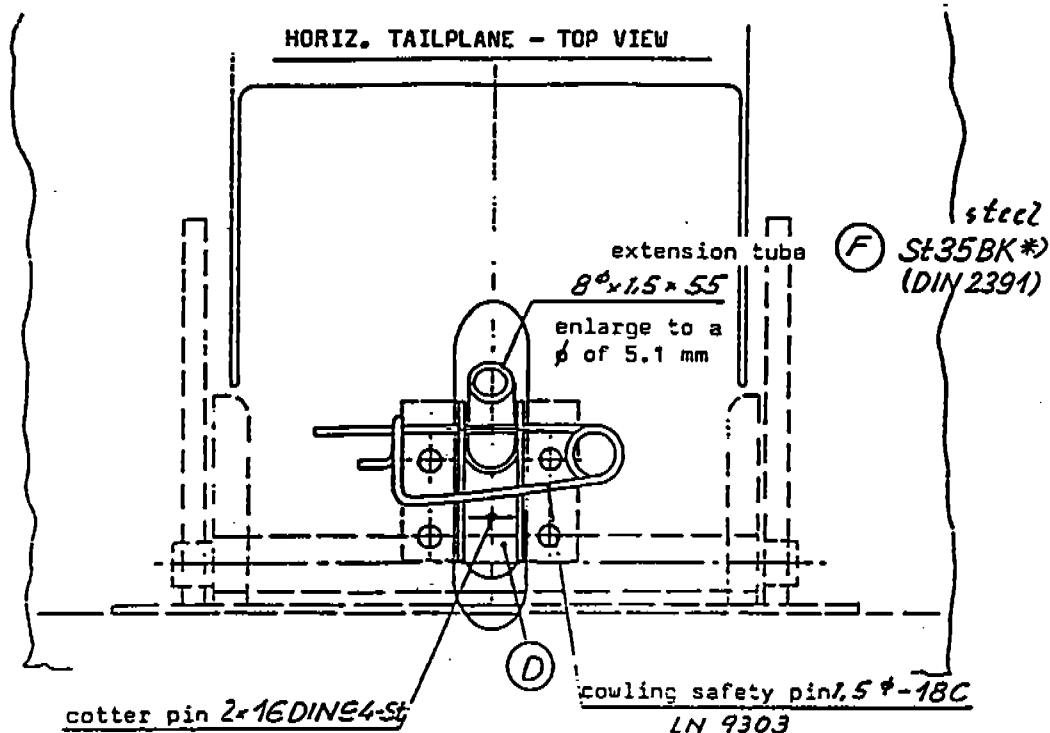
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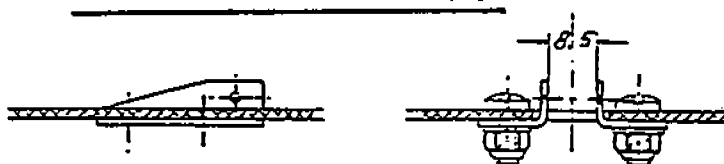
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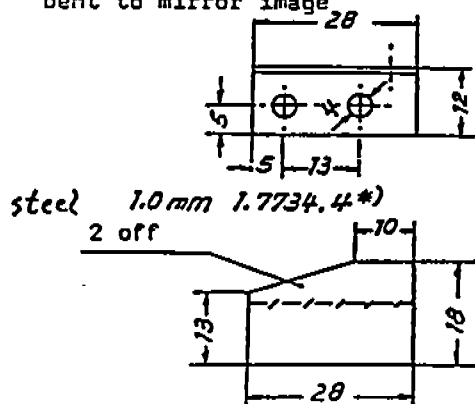
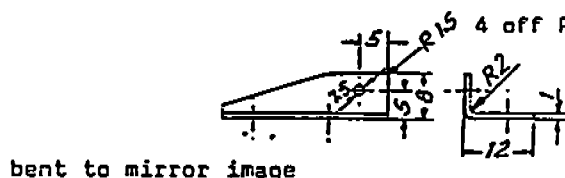
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ATTACHMENT OF ANGULAR FITTINGS



4 off flat head bolts M4x10 DIN 95-28
4 off washers 4.3 DIN 125-St
4 off Polystop nuts M4 DIN 985-8



SAFETY DEVICE FOR
LOCKING LEVER

* or similar quality