



GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: H-205 Club Libelle;
H-206 Hornet and Hornet C

SUBJECT: Rudder gimbal drive, rear actuator arm.

BACKGROUND: Failure of the actuator arm - see attached LBA AD.

DOCUMENTATION: Luftfahrt-Bundesamt (LBA) Airworthiness Directive No 2003-004 and Glasfaser Technical Note No 205-22/206-21 form part of this AD.

ACTION REQUIRED: Replace actuator arm with improved item.

NOTE: AD 280 Issue 4 calls for a magnified visual inspection of the actuator arm on annual inspections and following heavy landings. AD 280 applies to the entire range of Glasflugel designs.

When the affected component has been replaced in accordance with this AD, the requirements of AD 280 Issue 4 are cancelled insofar as the Club Libelle and Hornet are concerned.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: Not later than 31 March 2003.

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:

SENIOR TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA



**Airworthiness
Directive
2003-004**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Glasflügel

Effective Date: January 09, 2002

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Glasfaser-Flugzeug-Service Streifeneder, Grabenstetten, Germany
Type:	Club Libelle 205
Models affected:	Club Libelle, Hornet and Hornet C
Serial numbers affected:	all
German Type Certificate No.:	304

Subject:

Flight Controls - Rudder gimbal drive - rear actuator arm

Reason:

Failure of the actuator arm caused by loads applied when regularly lifting the fuselage by its rudder and/or when fuselage has broken.

Action:

Exchange of an improved actuator arm.

The Actions must be done in accordance with the instructions given in the mentioned Service Bulletin.

Compliance:

The action must be done not later than March 31, 2003.

Technical publication of the manufacturer:

Glasfaser-Flugzeug-Service Streifeneder Technical Note No. 205-22 and No. 206-21 both dated October 14, 2002 becomes herewith part of this AD and may be obtained from Messrs.:

Glasfaser-Flugzeug-Service GmbH
Hansjörg Streifeneder
Hofener Weg
D- 72582 Grabenstetten
Federal Republic of Germany
E-Mail: streifly@aol.com

Holders of affected aircraft registered in Germany have to observe the following:

Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section, at the above address, fax-no. 0049 531/2355-725. Please note, that in case of any difficulty, reference should be made to the German issue!

Glasfaser-Flugzeug-Service GmbH Hansjörg Streifeneder Hofener Weg 72582 Grabenstetten	Technical Note No. 205-22 No. 206-21	Page: 01/ 02 F.R.G. Type Certificate No. 304
Subject:	Rudder gimbal drive -rear actuator arm-	
Affected:	Sailplane model „Club Libelle“ F.R.G. Type Certificate No. 304 Sailplane model „Hornet“ F.R.G. Type Certificate No. 304 Sailplane model „Hornet C“ F.R.G. Type Certificate No. 304	
Urgency:	The actuator arm must be replaced not later than March 31 st ,2003	
Reason:	Failure of the actuator arm caused by loads applied when regularly lifting the fuselage by ist rudder and/or when fuselage has broken.	
Actions:	<p>The faulty part, made according to drawing No. 203-45-10, must be replaced by an improved actuator arm, made in accordance with drawing No. 203-45-10-2</p> <p>Working instructions:</p> <ol style="list-style-type: none"> 1. Remove rudder by removing the M4 bolt securing the actuator arm to the rudder (located in a cavity at the lower end) 2. Remove horizontal axle from gimbal drive by removing the castellated nut. 3. Remove both castellated nuts from rudder actuator arm and pull mounting bolts inward and off. 4. Attach new actuator arm to gimbal drive by re-inserting mounting bolts. Make sure that bolts are fully home so that bolt heads contact inner face of diagonal bearings - also take care that the actuator arm shows no axial play when seated on these bolts, then only tighten castellated nuts lightly and secure with splint pin. 5. Re-attach rudder gimbal drive to it's mount on the lower end of the fin by inserting the horizontal axle with it's spacers. Tighten castellated nuts lightly and secure with split pin. Again, make sure that, with the assembly completed, there is no axial play, if so, proper shims must used to eliminate the play. On the other hand, by overtightening the castellated nuts, stiffness or deformation of the rudder drive or a misalignment of it's axles may occur. 	

Actions (ctd.)

6. Re-attach rudder with the flange bushing and tape it to fin when in proper position to avoid any aft movement.
7. Secure the flange bushing on the actuator arm in position by a wedge placed between bushing and cavity wall. Make sure that the bushing's 4mm holes are horizontal.
Punch mark actuator arm on both sides at the center of the bushing's 4.0 mm holes and drill arm to a diameter of 2.0 mm. With these holes properly aligned, drill to a diameter of 3.8 mm, then ream to 4.0 mm. If the 2.0 mm holes are not aligned, it is possible to use a round needle file for centering, then drill and ream to proper diameter.
8. Insert locking bolt and secure with M4 stop nut.

Material:

- 1 off rudder actuator arm made according to drawing 203-45-10-2
1 off M4 stop nut
3 off Split pins, 1.5 x 18 mm

Note:

Replacing the actuator arm must be done by Hansjörg Streifeneder Glasfaser-Flugzeug-Service GmbH only or by an approved repair station.
Only genuine parts made in accordance with drawing No. 203-45-10-2 must be used.
Proper accomplishment of the action must be entered into the sailplane log book by a licensed inspector.

Supply source:
Hansjörg Streifeneder
Glasfaser-Flugzeug-Service GmbH
Hofener Weg
D-72582 Grabenstetten
Germany

Weight:

Difference negligible

c/q position:

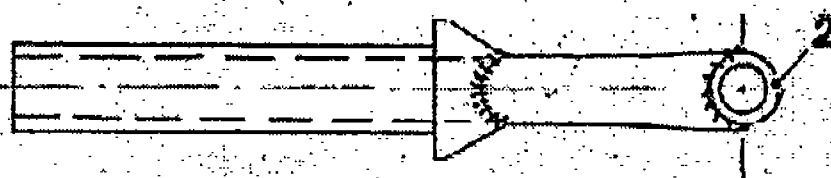
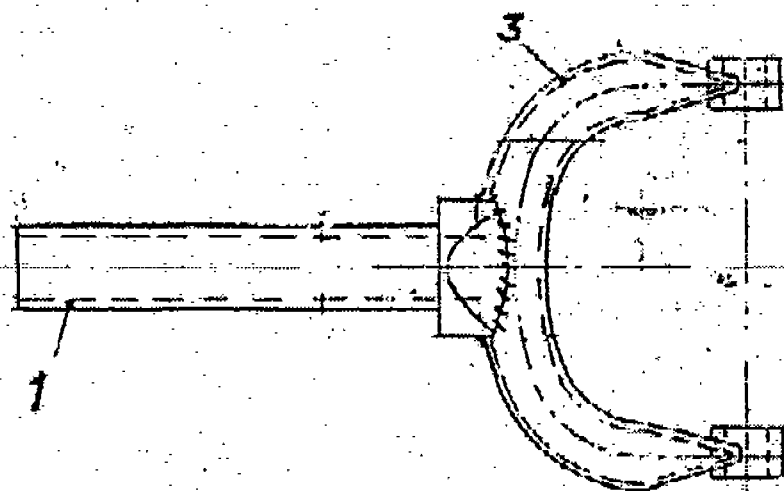
Difference negligible

Grabenstetten, Oct. 14, 2002

H. Streifeneder
Hansjörg Streifeneder

LBA-approved:

The German original of this Technical Note has been approved
by the Luftfahrtbundesamt under the date of 1.11.02
and is signed by [Signature]
The translation into English has been done by best knowledge
and judgement.



Im WIG-Verfahren mit Zusatzwerkstoff 1.7734.2 geschweißt. Grundiert mit Wash-Primer 42002 + Härter 40018. Decklackierung mit Nitro-Lack schwarz 43002.

Spannungsfrei gegläht
bei 580°C 4 std.
unter Schutzgas

Bei nicht tolerierten Maßen gilt
DIN 7168: Genauigkeitsgrad mittel.

Pos. Nr.	Stück 2014	Benennung	Werkstoff	Techn. Zeichnung	Gezeichnet
1	1	Lenkerfinger	1.7734.2		
2	2	Büchse	St 35		
3	1	Bügel	1.7734.2		



M 1:1

Ruderlenker

203-45-10-2

12.9.1985

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