



GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: H-201 STD LIBELLE, H-201B STD LIBELLE,
H-202 SD LIBELLE, H301 LIBELLE, H-301B LIBELLE.
(German Type Cert No 251.)

SERIAL No's Affected: ALL

SUBJECT: Replacement of Rudder Gimbal Drive, rear actuator arm.

BACKGROUND: Damage, resulting in failure of the actuator arm, can be caused by improper lifting of the rear fuselage by the rudder, or following severe rear fuselage damage.

DOCUMENTATION: The LBA has issued AD-2005-118. Glasfaser-Flugzeugbau has issued Technical Notes No's. 301-39 & 201-35 (combined document) and Drawing No. 301-45-13. These documents are attached to and form part of this AD.

ACTION REQUIRED: In accordance with the above Technical Note replace the actuator arm type 301-45-10 with the improved version type 301-45-13.

WEIGHT AND BALANCE: Nil effect.

IMPLEMENTATION: At the next Form 2 Inspection but not later than 31 December 2005. The work is to be carried out by a person holding a GFA G1109 Airworthiness Authority endorsed for replacement of components or higher.

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:

John G. Virey

SENIOR TECHNICAL OFFICER AIRWORTHINESS



For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

Subject:	Rudder gimbal drive -rear actuator arm-
Affected:	Sailplane model H 301 Libelle, H 301 B Libelle Sailplane model Std Libelle, Std. Libelle 201 B Sailplane model Std Libelle 202
Urgency:	The actuator arm must be replaced not later than July 31 st , 2005
Reason:	Failure of the actuator arm caused by loads applied when regularly lifting the fuselage by its rudder and/or when fuselage has broken.
Actions:	<p>The faulty part, made according to drawing No. 301-45-10, must be replaced by an improved actuator arm, made in accordance with drawing No. 301-45-13</p> <p>Working instructions:</p> <ol style="list-style-type: none">1. Remove rudder by disconnecting the tail chute, removing the M4 bolt securing the actuator arm to the rudder (located in a cavity at the lower end) and detaching the fairing between the two elevator halves.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 bushings - 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 be 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.

Glasfaser-Flugzeug-Service GmbH
Hansjörg Streifeneder
LTB DE.145.0100 u. DE.21G.0080
Hofener Weg
72582 Grabenstetten

Technical Note
No. 301-39
No. 201-35

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F.R.G. Type Certificate No. 251

Actions (ctd.)

6. Re-attach rudder and tape it to fin when in proper position to avoid any aft movement.
7. Slide flange bushing on the actuator arm and secure in position by a wedge placed between bushing and cavity wall. Make sure that the bushings 4 mm holes are horizontal. Punch mark actuator arm on both sides at the center of the bushings 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 301-45-13
1 off M4 stop nut
3 off Split pins, 1.5 x 16 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. 301-45-13 must be used.

Proper accomplishment of the action must be entered into the "sailplane" log book by a licensed inspector.

Supply source:

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Germany
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Weight:

Difference negligible

c/q position:

Difference negligible

Grabenstetten, March 1, 2005

H. Streifeneder
Hansjörg Streifeneder

LBA-approved:

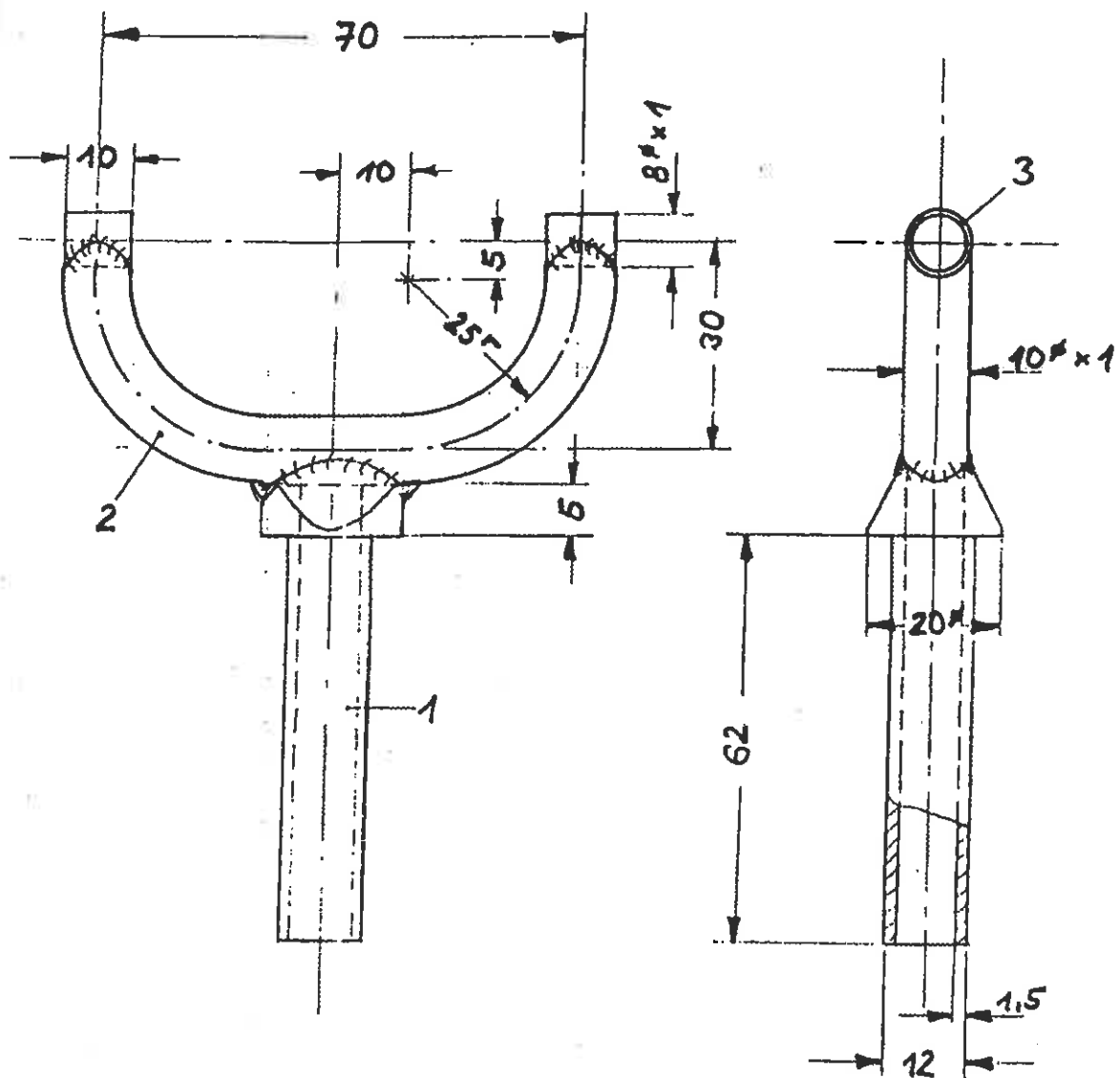
The German original of this Technical Note has been approved

by the Luftfahrtbundesamt under the date of **02. MÄR 2005**

and is signed by *U. Kapp*

The translation into English has been done by best knowledge and judgement.

Bei nicht tolerierten
DIN 7168 Genauigkeitsgrad m.m.l.



Im WIG-Verfahren mit Zusatzwerkstoff 1.7734.2 geschweißt. Grundiert mit Wash-Primer 42002 + Härter 40018. Decklackierung mit Nitro-Lack grau RAL 7003.

Spannungsfrei gegläht
bei 580°C 4 Std.
unter Schutzgas

Pos. Nr.	Stück- anzahl	Bezeichnung	Werkstoff	Zeich. Nr. / Abw.	Gewicht
1	1	Lenkerfinger	1.7734.4		
2	1	Bügel	1.7734.4		
3	2	Büchse	St 35		

MUSTERUNTERLAGEN



M 1:1

Ruderlenker

301-45-13

12.9.1986

Stefan