



# Federal Aviation Administration

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## Memorandum

Date: APR 09 2007  
To: File For Docket Number FAA-2006-24709  
From: Manager, Standards Office, ACE-110 *[Signature]*  
Prepared by: Gregory Davison, Aerospace Engineer, ACE-112  
Subject: Alternative Method of Compliance for Airworthiness Directive (AD) Number 2007-05-19

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The Federal Aviation Administration (FAA) has received multiple requests from various Glasflugel sailplane owner/operators for an Alternate Means of Compliance (AMOC) to FAA Airworthiness Directive (AD) 2007-05-19. These requests are based on the manufacturer's current inability to provide required parts in time to comply with the stated AD's May 12, 2007 deadline. The following models are affected:

H 301 Libelle	All Serial Numbers
H 301B Libelle	All Serial Numbers
Standard Libelle	All Serial Numbers
Standard Libelle 201B	All Serial Numbers

The FAA AD requires replacement of the rudder actuator arm (manufactured according to drawing number 301-45-10) with an improved design actuator arm (manufactured per drawing number 301-45-13). In order to continue with flight operations, the owner/operators have requested an extension of the compliance time.

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, has reported three occurrences of a failed rudder gimbal drive rear actuator arm. Failure has been attributed to inappropriate ground handling by regularly lifting the fuselage at the rudder. To date, no other failures have been reported.

The FAA concurs with the owner/operator requests to extend the compliance time of AD 2007-05-19, provided the following actions are taken:

To verify safe operation prior to the required actuator arm replacement, the existing actuator arm (per drawing number 301-45-10) must be removed and inspected for any cracks or deformations within the next 15 flight hours from the FAA AD compliance date of May 12, 2007. Inspect

using a dye penetrant. If any cracks or deformations exist, discontinue further flight until the actuator arm is replaced per manufacturer's Technical Note No. 301-39/201-35. If no crack or deformation is found, carefully reinstall the actuator arm and proceed with normal flight operations.

Perform a follow-on inspection of the actuator arm using the above criteria after no more than 50 hours time-in-service after initial inspection, and every 50 hours thereafter. Replace the actuator arm per Technical Note No. 301-39/201-35 no later than December 31, 2007. In addition, a copy of this correspondence must be retained in the respective sailplane logbook.

Note: During re-attachment of the rudder gimbal drive to its mount on the lower end of the fin, it is possible to assemble the drive arm 180 degrees out of place resulting in opposite sense of rudder control. Verify the drive arm is properly oriented to assure correct rudder control.

For additional information, please contact Mr. Gregory Davison at the 816-329-4130, by fax at 816-329-4090, or by email at [gregory.davison@faa.gov](mailto:gregory.davison@faa.gov).