

**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<sup>st</sup>, 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:** 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  
Working instructions:

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 axes 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:**

Hansjörg Streifeneder  
Glasfaser-Flugzeug-Service GmbH  
Hofener Weg  
D-72582 Grabenstetten  
Germany  
Telefon: 07382/1032  
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e-mail: streify@aol.com

**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 MAR. 2005

and is signed by U. Kapp

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



## Airworthiness Directive

**D-2005-118**

**Luftfahrt-Bundesamt**

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

### Glasflügel

**Effective Date: 04 April 2005**

#### **Affected:**

Kind of aeronautical product: Sailplane  
Manufacturer: Glasflügel  
Type: H 301 "Libelle"  
Models affected: H 301 "Libelle", H 301 B, Standard Libelle, Standard Libelle 201 B and Standard Libelle 202  
Serial numbers affected: all  
German Type Certificate No.: 251

#### **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 the actuator arm in accordance with the instructions given in the Manufacturer Service Bulletin.

#### **Compliance:**

The actions must be performed not later than 31. July 2005.

#### **Technical publication of the manufacturer:**

Glasfaser-Flugzeug-Service / Hansjörg Streifeneder Technical Note No. 201-35 and No. 301-39, both dated 01. March 2005 which becomes herewith part of this AD can be obtained from Messrs.:

Glasfaser-Flugzeug-Service GmbH  
Hansjörg Streifeneder  
Hofener Weg  
D-72582 Grabenstetten / Germany

Phone: ++ 49 7382 / 1032      Fax: ++ 49 7382 / 1629  
Internet: www.streifly.de      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.

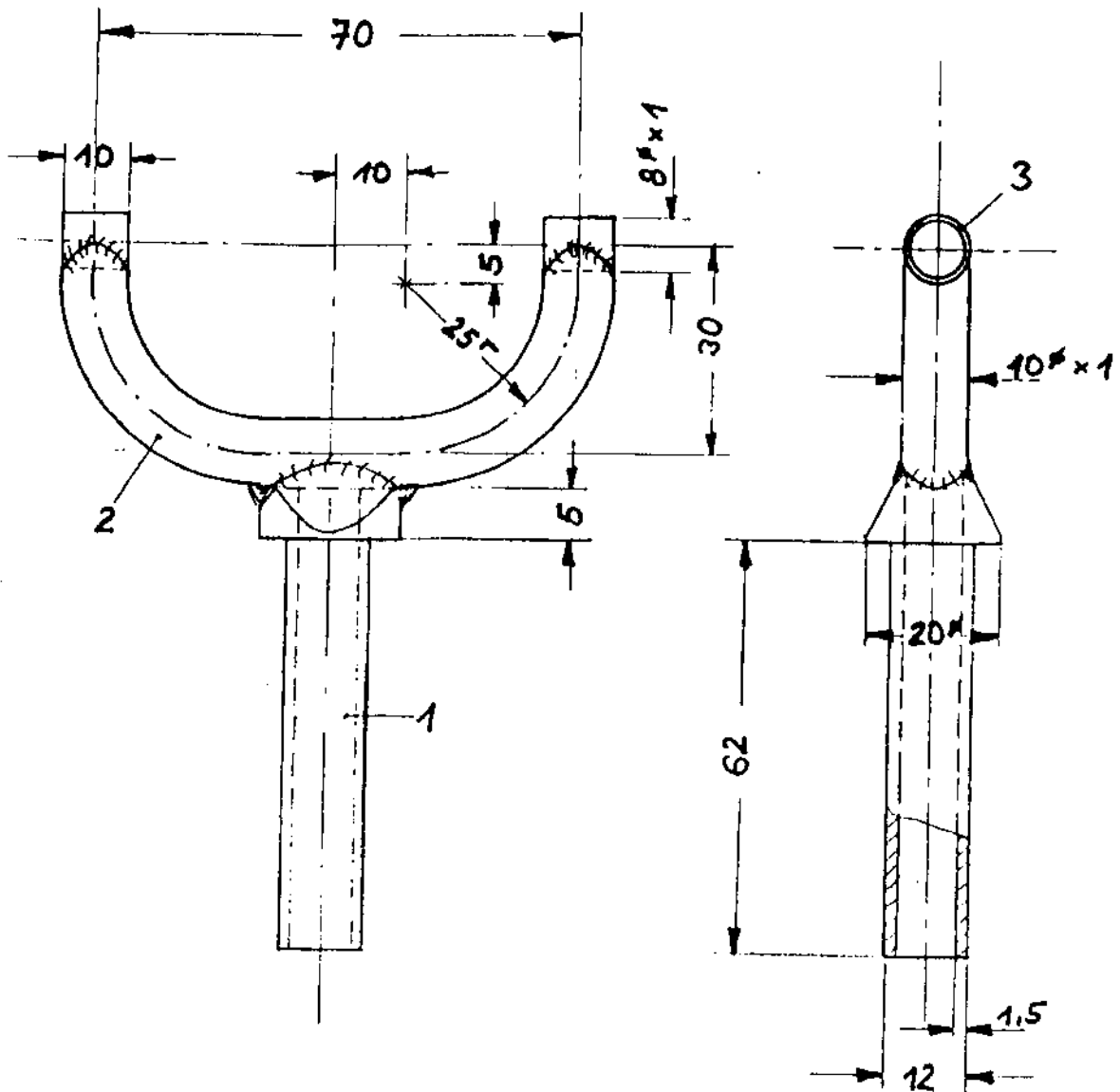
An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

#### **EASA-Approval**

Approved by EASA under Approval-No. 2005-2959 on 04 April 2005.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

Bei nicht tolerierten .  
DIN 7168 Genauigkeitsgrad m.u.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.	Stückzahl	Bezeichnung	Werkstoff	Zahn. 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

Steifeder