

Reference Glider model GLASFLÜGEL " K E S T R E L " (17m)
German Data Sheet No. 276
Serial- No. affected: 25 through 129

Subject Dive brake control system in both wings

Reason Failure of a dive brake control rod end in the welded area caused operational problems

Urgency Dive brake control rod ends as described below must be replaced at latest by June 15, 1979

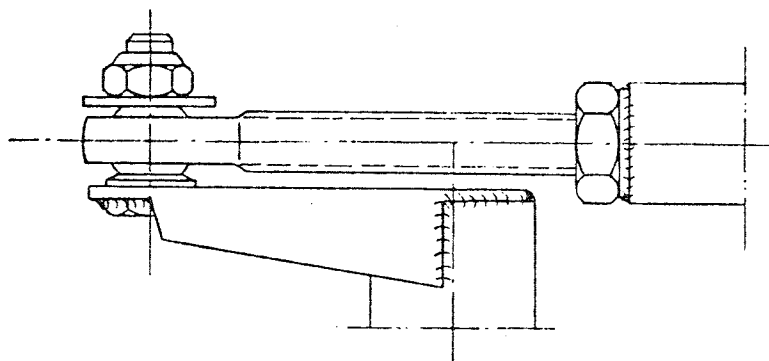
Method Welded control rod ends as per drawing No. 201-56-22 linked to the dive brake bevel gear must be replaced by new machine lathed rod ends according to drawing No. 401-56-23

Material 2 rod ends as per drawing No. 401-56-23
2 washers, B 6,4 DIN 125 - St
2 washers, B 6,4 DIN 9021 - St

Weight Not affected

Center of Gravity Not affected

Remarks Replacement of control rod ends is easily accomplished through rear root rib access holes. New rod ends are installed according to the sketch below:



By adjusting the rod end length the locking force should be adjusted so that the over-centering moment at the bevel gear actuator head does not substantially exceed 1 da Nm. In order to measure this moment the fuselage dive brake actuator tube may be removed temporarily and used for this purpose.

Implementation By authorized individuals only and to be entered in the glider's log by a licensed inspector.

Supply For technical information and parts contact
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