

Glasfaser-Flugzeug-Service GmbH Hansjörg Streifeneder Hofener Weg 72582 Grabenstetten	<b>Technical Note          No. 1-2005</b>	Blatt 01 von 03
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**Subject:** Approved repair procedures according to EUVO 1702/2003, Part 21, Section M.

**Applicability:**

All sailplanes built by Glasflügel

**Typ:  
 Model**

H301 Libelle  
 H 301 B  
 H 301 Werknr. 1  
 Standard Libelle  
 Standard Libelle 201 B  
 Standard Libelle 203

**Typ**

Glasflügel 604

**Typ:**

BS1

**Typ:**

Kestrel

**Typ:**

Club Libelle 205

**Model:**

Hornet  
 Hornet-C

**Typ:**

Mosquito

**Model :**

Mosquito B  
 Glasflügel 304

**Compliance:**

None, only in case of a major repair.

**Reason:**

This TN is for avoidance of single approvals for general, common repairs. With the information under Point "Action" the EU-regulation will be satisfied and the acceptance of repairs according to 21A.433 shall be seen as granted by the manufacturer.

**Action:**

For sailplanes the following documents – in their latest issue – are accepted as approved maintenance or repair documents, as in the sense of §8 LuftBO resp. the regulation (EG) No.1702/2003, part 21, Section M repairs:

Drawing documentation and/or procedures of manufacturer  
 Glasfaser Flugzeug-Service

"Grundlagen der Luffahrttechnik in Theorie und Praxis", Band II  
 publisher TÜV Rheinland GmbH, ISBN No.:3-88585-001-X

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**Action:**

„Grundlagen der Luftfahrzeugtechnik in Theorie und Praxis“,  
Band V: Segelflzeuge und Motorsegler, publisher TÜV  
Rheinland GmbH, ISBN No.: 3-8249-0351-2.

Jacobs, Hans; Lück, Herbert: „Werkstattpraxis für den Bau von  
Gleitflugzeugen und Segelflugzeugen“, Verlag Th. Schäfer,  
Hannover, ISBN No.: 3-88746-220-3.

„Kleine Fiberglas-Flugzeug-Flickfibel“, von Ursula Hänle  
(Eigenverlag)

Seminardruck „Faserverbundwerkstoffe im Segelflugzeugbau“,  
advanced training course of the DAeC at the technical college  
Rosenheim.

“Aircraft Inspection and Repair” FAA AC 43.13-1A (German  
translation) or new American Issue FAA AC 43.13-1B.

Available Version FAA AC 43.13-1A Chg. 3 at publisher TÜV  
Rheinland GmbH, ISBN No 3-921059-91-7

(We want to point out that nationally effective provisions for  
maintenance and inspection still have to be obeyed when using  
this document).

**Material and Drawings:** See Action

**Mass and C.G.:** A new weight and C.G. determination is basically necessary after  
a major repair.

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**Notes:**

Spar flanges made from GRP and CRP are only allowed to repair under usage of original materials (fibres and synthetic resin) according to the specifications of the manufacturer. This material has to be purchased from the manufacturer.  
Metal fittings or fibre composite parts necessary for a repair that can only be manufactured with moulds must also be purchased from the manufacturer.

The inspector has to supervise the repairs according to the national arrangements. Whether enough documentation and information for the planned repair is available, is under the decision of this inspector.  
All action has to be documented by an inspector authorized for such work in the test documents and the sailplane's log book.

Grabenstetten, Sept. 12, 2005



Hansjörg Streifeneder

EASA-approved:

by the date of 31 July 2006.  
and has Number EASA.A.R.01383

The German original of this Technical Note has been approved  
The translation into English has been done by best knowledge  
and judgement.