

Glasfaser-Flugzeug-Service GmbH
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Technical note
no. 02-2005

Blatt: 01 von 02

Subject:

New resin system for glass, carbon, and aramid fiber cloth

Applicability :

All sailplanes built by Glasflügel

Typ : H301 Libelle
Model : H 301 B
H 301 Werknr. 1
Standard Libelle
Standard Libelle 201 B
Standard Libelle 203

Typ : Glasflügel 604

Typ : BS 1

Typ : Kestrel

Typ : Club Libelle 205
Model : Hornet
Hornet-C

Typ : Mosquito
Model : Mosquito B
Glasflügel 304

Reason:

Production of the resin system Epikote 162 and 163 with hardener Epikure 113 will be discontinued

The following laminating resin systems are qualified by the tests as prescribed by the Luftfahrt-Bundesamt (LBA) in the guidelines for Resin Fiber Composite Structures (German:RHV) and has been certified by the LBA for the aviation industry

Bakelite L 20 with hardener SL 50 + SL 75
L 20 with hardener SL for spar repairs also

Scheufler L 285 with hardener H 285 nur für GRP (glass reinforced plastic)
L 285 with hardener H 286 + 287 GRP (glass reinforced plastic);
CRP (carbon reinforced plastic),-ARP (Aramid reinforced plastic) for spar repairs
also
L335 with hardener H 335-340 for GRP (glass reinforced plastic)
only except for spar repairs

<p>Glasfaser-Flugzeug-Service GmbH Hansjörg Streifeneder Hofener Weg 72582 Grabenstetten</p>	<p>Technische Mitteilung Nr. 02-2005</p>	<p>Blatt: 02 von 02</p>
<p>Action:</p> <p>All composite structures on Glasflügel sailplanes can be repaired with the above mentioned resin systems. For spar repairs only the above marked resin / hardener combinations are accepted All repairs with these resin systems must be cured at least for 15 h at a temperature of 55° C This TN must be inserted as annex into the maintenance manual of Glasfaser-Flugzeug -Service</p>		
<p>Notes:</p> <p>The resin system can be obtained from Glasfaser-Flugzeug-Service GmbH Hofener Weg 72582 Grabenstetten Germany</p>		
<p>Grabenstetten, Sept. 12, 2005</p> <p><i>H. Streifeneder</i> Hansjörg Streifeneder</p>	<p>EASA-approved:</p> <p>by the date of 21st August 2006 and has Number EASA.A.R.01384</p> <p>The German original of this Technical Note has been approved The translation into English has been done by best knowledge and judgement.</p>	