Glasfaser-Flugzeug-Service GmbH Hansjörg Streifeneder Hofener Weg 72582 Grabenstetten	**Technical Note No. 205-22 No. 206-21**	Page: 01/ 02 F.R.G. Type Certificate No. 304

Subject: Rudder gimbal drive
-rear actuator arm-

Affected: Sailplane model „Club Libelle“ F.R.G. Type Certificate No. 304
Sailplane model „Hornet“ F.R.G. Type Certificate No. 304
Sailplane model „Hornet C“ F.R.G. Type Certificate No. 304

Urgency: The actuator arm must be replaced not later than March 31st,2003

Reason: Failure of the actuator arm caused by loads applied when regularly lifting the fuselage by ist rudder and/or when fuselage has broken.

Actions: The faulty part, made according to drawing No. 203-45-10, must be replaced by an improved actuator arm, made in accordance with drawing No. 203-45-10-2
Working instructions:

1. Remove rudder by removing the M4 bolt securing the actuator arm to the rudder (located in a cavity at the lower end)

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 bearings
   - 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 used to eliminate the play.
   On the other hand, by overtightening the castellated nuts, stiffness or deformation of the rudder drive or a misalignement of it’s axles may occur.

Actions (ctd.)

6. Re-attach rudder with the flange bushing and tape it to fin when in proper position to avoid any aft movement.

7. Secure the flange bushing on the actuator arm in position by a wedge placed between bushing and cavity wall. Make sure that the bushing's 4mm holes are horizontal.
   Punch mark actuator arm on both siedes at the center of the bushing's 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 203-45-10-2
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. 203-45-10-2 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

Weight:

Difference negligible

c/q position:

Difference negligible

Grabenstetten, Oct. 14, 2002

H. Streifeneder

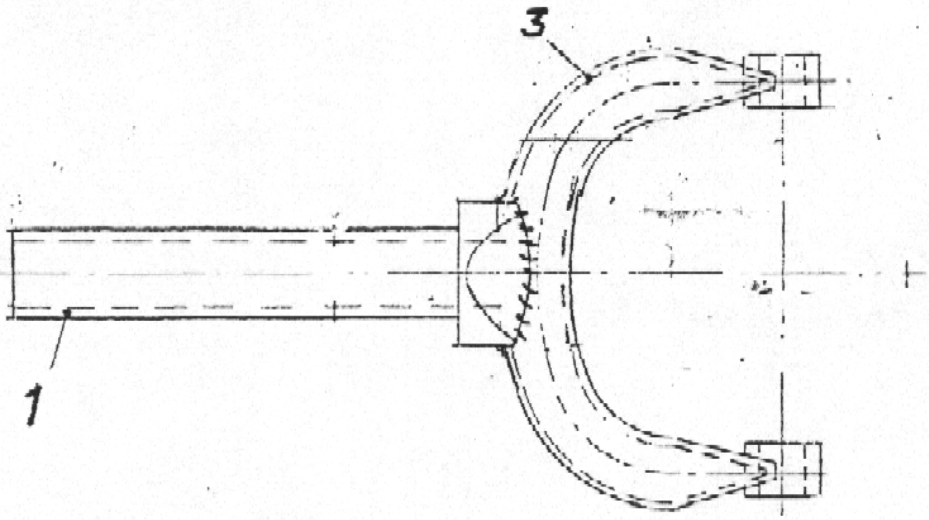
Hansjörg Streifeneder

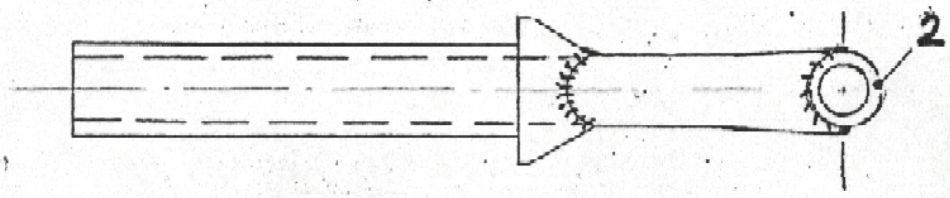
LBA-approved:

The German original of this Technical Note has been approved by the Luftfahrtbundesamt under the date of 11.11.02

and is signed by

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





Im WIG-Verfahren mit Zusatzwerkstoff 1.7734.2 geschweißt. Grundiert mit Wash-Primer 42002 + Härter 40018. Decklackierung mit Nitro-Lack schwarz 48002.

Spannungsfrei geglüht bei 580° C 4 std. unter Schutzgas

Bei nicht tolerierten Maßen gilt DIN 7168 Genauigkeitsgrad mittel.

Pos. Nr.	Stück 203-4	Benennung	Werkstoff	Zeichn.-Nr. Abmessg.	Gewicht
1	1	Lenkerfinger	1.7734.4		
2	2	Büchse	St 35		
3	1	Bügel	1.7734.4		

	M 1:1	Ruderlenker	203-45-10-2	12.9.1986
				R. Sch.