Hansjörg Streifeneder
Glasfaser-Flugzeug-Service GmbH
LTB II-A 95 u. I-C 12
Hofener Weg, Tel. 07382/1032
7431 Grabenstetten

TECHNICAL NOTE NO. 604 - 2

Affected : Sailplane model " 604"
F.R.G. Type Certificate No. 281
- all serial numbers -

Subject : 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.

Urgency : The actuator arm must be replaced not later than March 31st, 1987.

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 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 inwards 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 bearing - 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 split pin.

Hansjörg Streifeneder
Glasfaser-Flugzeug-Service GmbH
LTB II-A 95 u. I-C 12
Hofener Weg, Tel. 07382/1032
7431 Grabenstetten

Actions (ctd.)

5. Re-attach rudder gimbal drive to its mount on the lower end of the fin by inserting the horizontal axle with its 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 misalignement of its axles may occur.

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

7. Slide flange bushing onto actuator arm and secure in position by a wedge placed between bushing and cavity wall. Make sure that the bushing's 4 mm holes are horizontal.

   Punch mark actuator arm on both sides 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.

Materials :

1 off rudder actuator arm made according to drawing No. 203-45-10-2

1 off M4 stop nut

3 off Split pins, 1.5 x 16 mm

Weight and C/G position :

Difference negligible

Hansjörg Streifeneder
Glasfaser-Flugzeug-Service GmbH
LTB II-A 95 u. I-C 12
Hofener Weg, Tel. 07382/1032
7431 Grabenstetten

TECHNICAL NOTE NO. 604- 2

Note. : Replacing the actuator arm must be done by 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's log book by a licensed inspector.

Supply source : Hansjörg Streifeneder
Glasfaser-Flugzeug-Service

Hofener Weg
7431 Grabenstetten

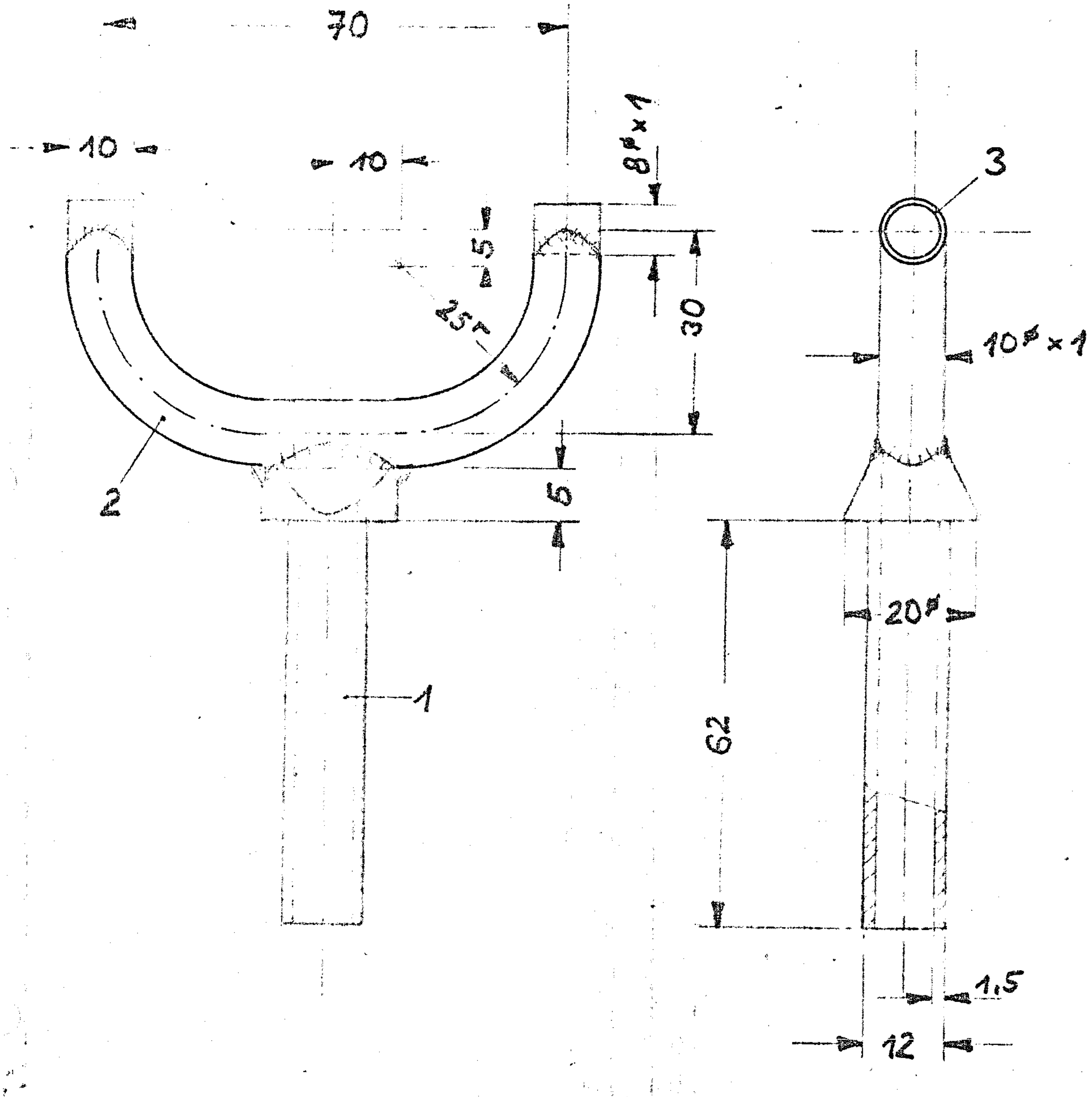
FEDERAL REPUBLIC OF GERMANY

Grabenstetten, September 12.09.1986

Issued: H. Streifeneder
(Streifeneder

LBA-approved:

Bei nicht tolerierten .
DIN 7168 Genauigkeitsgrad m...



Im WIG-Verfahren mit Zusatzwerkstoff 1.7734.2 geschweißt. Grundiert mit Wash-Primer 42002 + Härter 40018. Decklackierung mit Nitro-Lack grau RAL 7003.

Spannungsfrei geglüht bei 580°C 4 Std. unter Schutzgas

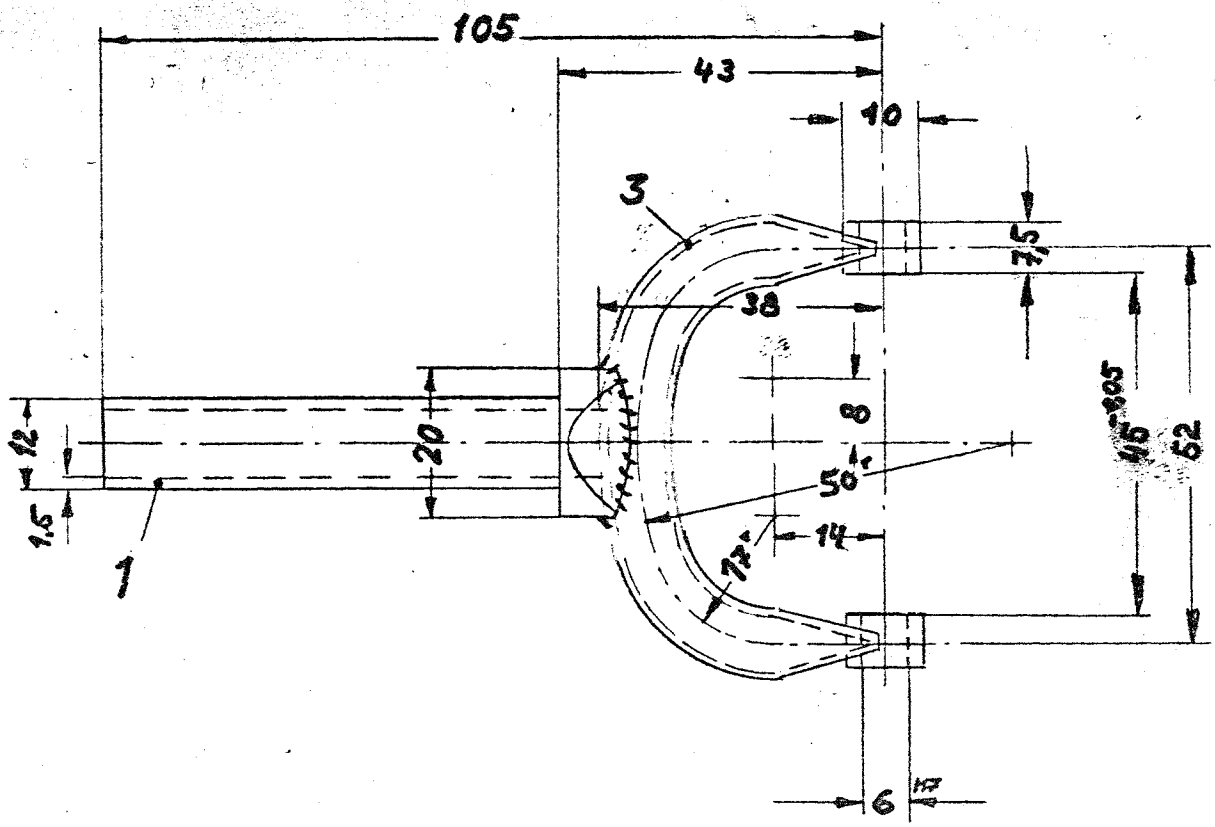
Pos. Nr.	Stück-zahl	Benennung	Werkstoff	Zchn. Nr. / Abmess.	Gewicht
1	1	Lenkerfinger	1.7734.4		
2	1	Bügel	1.7734.4		
3	2	Büchse	St 35		

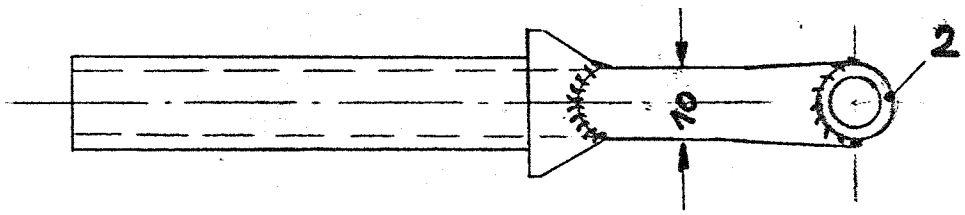
MUSTERUNTERLAGEN

LUFTFAHRT-BUNDESAMT BRAUNSCHWEIG

17. Okt. 1986

	M 1:1	Ruderlenker	301-45-13	12.9.1986
				Steifenrohr





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-zahl	Benennung	Werkstoff	Zeichn.-Nr./Abmessung	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 Z. Sk.