Glasfaser-Flugzeug-Service GmbH Hansjörg Streifeneder Hofener Weg 61 72582 Grabenstetten	**Technical Note** Revision 1 TN 201-40, TN 205-27 TN 206-26, TN 303-25 TN 304-12, TN 401-30 TN 501-10, TN 604-11	Page: 01 of 05

Subject: Elevator control rod in vertical stabilizer
P/N: 205-46-9, 401-46-24, 501-46-11 und 604-46-13,-15,-16

Applicability:
„Standard Libelle 201b“, S/N.169
„Standard Libelle 203“, all S/N.
„Standard Libelle 204“, S/N. 1
„Club Libelle 205“, all S/N.
„Hornet “, all S/N.
„Mosquito“, all S/N.
„Glasflügel 304“, all S/N. exept variant „B“, „C“ und „CZ“
„Kestrel “, all S/N.
„Glasflügel 604“, all S/N.
„BS 1“, all S/N.

Compliance:

Action 1, all aircraft
First inspection: Within 30 days after publication,
repetitive: every 12 month

Action 2, all aircraft:
If action 1 with negative result, before next flight

Action 3, all aircraft which have installed a rubber bellows on top of vertical stabilizer:
At latest December 31st , 2011

Action 4¸ aircraft which have no rubber bellows installed or have never been equipped with this bellows, and aircraft equipped with an control rod that has been inspected within the last 24 month before publication of this technical note and have an entry of an authorised service facility in the log-book:
At latest December 31st , 2012

Reason: corrosion of control rod, possible breakage of elevator control rod

Description: Under unfavorable circumstances water could soak in the elevator control rod and cause corrosion. This could lead to breakage of the control rod.

Action: Inspection and replacement of elevator control rod

Action 1: Inspection of elevator control rod:

1. Install horizontal stabilizer, check elevator deflection in accordance with Table1. Note readings. Remove horizontal stabilizer.
2. With horizontal stabilizer removed, lock elevator control lever on top of vertical stabilizer by using a wooden block (150 x 40 x 12 mm) in the „lever-up"-position (control stick fwd.) (see picture1)

CAUTION: Extreme care should be used that the wooden block is correctly installed on both top edges of the vertical stabilizer to avoid damage to stabilizer structure.

3. By using a springscale, apply a force of 150 N for minimum10 seconds to the stick in aft direction. Position the scale above of the trim knob. (see picture 2)
4. After removal of wood block, install horizontal stabilizer.
5. Check elevator deflection i.a.w. table 1. In case of different readings between measurements before and after the pull-test, action 2 must be carried out before next flight.

Action 2,3,4: Replacement of elevator control rod

Note: Replacement of control rod (Action 2 to 4) must be carried out by an authorised service facility. Authorisation is required by: Glasfaser- Flugzeug-Service Hansjörg Streifeneder GmbH, Grabenstetten, Germany. See attachment.

Mass and balance: No changes to mass and balance

Note: All materials and instructions for replacement of control rod must be obtained exclusively through:

Glasfaser- Flugzeug- Service

Hansjörg Streifeneder GmbH

Hofener Weg 61

72582 Grabenstetten, Germany

After sending a completed „material request form“.

Note: Replacement of elevator control rod terminates repetitive 12 month inspection.

Picture 1:

Picture 2:

Table 1: Elevator deflections

Type	**Deflection „up“**	**Deflection „down“**	**Tolerance**
Standard Libelle 201b	18°	18°	1°
Standard Libelle 203	17,5°	17,5°	1,5°
Standard Libelle 204	17,5°	17,5°	1,5°
Club Libelle 205	17,5°	17,5°	1,5°
Hornet 206	17,5°	17,5°	1,5°
Mosquito 303	17°	17°	2°
Glasflügel 304	17°	17°	2°
Kestrel 401	16,5	16,5°	1,5°
Glasflügel 604	16,5°	16,5°	1,5°
BS 1	9°	9°	1°

Grabenstetten, 14,07.2011

H. Streifeneder

Glasfaser-Flugzeug-Service
Hansjörg Streifeneder

EASA-approved: No. 10036451
The German original of this Technical Note has been approved by the EASA
under the date of 09.09.2011

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

Material request form:

Aircraft owner or Aircraft operator:

Name _____
Street _____
ZIP Code /City _____
State _____
Country _____
Telephone _____
e-mail _____

Aircraft Data:

Type _____
S/N _____
Total Time: _____
Total Landings _____

Authorised Facility: (see attachment)

Service **Name**
Street
ZIP Code /City _____
State _____
Country _____
Telephone _____
e-mail _____

I hereby order to purchase the following kit for the above mentioned aircraft for compliance with this technical note action 2, 3 and 4.

Standard Kit (control rod, self locking nut, tail-wheel housing repair cover, resin and harderner and repair instruction) – price 244,25 € ex works + shipping (and VAT -EU)

Standard Kit plus (Contains all items of Standard Kit, plus required metric wrenches) - price 263,95 € ex works + shipping (and VAT - EU)

Ship to: **Owner/Operator** **or** **Service Facility** **or**

Name _____
Street _____
ZIP Code /City _____
State _____
Country _____
Telephone _____
e-mail _____

Card-Nr. _____

(Visa or Master-Card) **exp. date:**

Place / date: _____
Name: _____ **Signature:** _____

Fax to: +49 7382 1629 or e-mail to: info@streifly.de

Glasfaser-Flugzeug-Service GmbH Hansjörg Streifeneder Hofener Weg 61 72582 Grabenstetten	**Service Information 01/2011**	Page: 01 of 01

Title: All Sailplanes supported by TC-Holder

Glasfaser-Flugzeug-Service GmbH
Hansjörg Streifeneder
Hofener Weg 61
72582 Grabenstetten
Germany

Applicability: Accomplishment and Certification of maintenance and Inspections due to "Technical Notes".

Description:

1. Accomplishment of maintenance:

Due to several requests concerning maintenance works (inspection, repairs ortechnical notes), we hereby notify all owners and operators, that all maintenance work must be carried out and certified by qualified and authorized personal.

Exemptions are:

-Inspections and maintenance tasks, which are descibed in the Flight- and Operartions- Manual
-Works to be carried out by pilot/owner, in accordance with the approved
-individual maintenance program. (Pilot/Owner Maintenance)
- Maintenace tasks, out of the maintenance documentation, if clearly designated „to be carried out by pilot/owner".

1 Certification of maintenance:

All maintenance has to be certified in the aircraft log book before next flight by an authorised „release to service". This also applies to inspections or single inspection tasks based on TN/AD etc.

Note: **Possible existing national regualtions of the state of registry of the sailplane have always to be applied accordingly.**

Grabenstetten, 17. Oct. 2011

Released:
Glasfaser-Flugzeug-Service
Hansjörg Streifeneder