Hansjörg Streifeneder Glasfaser-Flugzeug-Service GmbH **LTB II-A 95 u. I-C 12**	TECHNICAL NOTE NO. 205-16 206-12 303-12 304- 3	Page No. 01 No. of pages 01

Subject : Elevator drive

Affected : Sailplanes model "Club-Libelle 205" } F.R.G. Type Certif.
"Hornet" } No. 304

"Mosquito" } F.R.G. Type Certif.
"Glasflügel 304" } No. 318

- all variants, all serial numbers

Urgency : Action step 1: Daily, prior to first flight

Action step 2: Not later than April 30th, 1988

Reason : Difficulties in the control of the sailplane were encountered when an elevator drive bracket broke on one side in flight.

Actions :

1. On sailplanes having an earlier type elevator drive bracket (without reinforcements identified as part (6) , modif. 2, on the drawing shown overleaf), a visual inspection for possible cracks in the bracket arms must be carried out. It must also be checked that the bracket arms are not twisted out of line.
2. On sailplanes having an earlier type elevator drive bracket (without reinforcements), the bracket must either be reinforced accordring to the drawing shown overleaf or be replaced by a reinforced bracket. When the tailplane is reassembled, it must be made sure that the correct number of spacing washers are fitted between the bracket arms and the ball bearings (tag washers when removing the bracket).

Weight : The effect is negligible

Materials : The reinforced elevator drive bracket, manufactured according to drawing No. 205-33-9 (modification 2) or the additional metal strips with welding wire 1.7734.2 may be obtained from:

Hansjörg Streifeneder
Glasfaser-Flugzeug-Service GmbH
Hofener Weg
7431 Grabenstetten
Federal Republic of Germany

Note : Welding according to drawing No. 205-33-9 (modification 2) must be done by a licensed aircraft welder.
Accomplishment of action 1 must be done by a skilled person.
Accomplishment of action 2 must be entered in the sailplane's log by a licensed inspector.

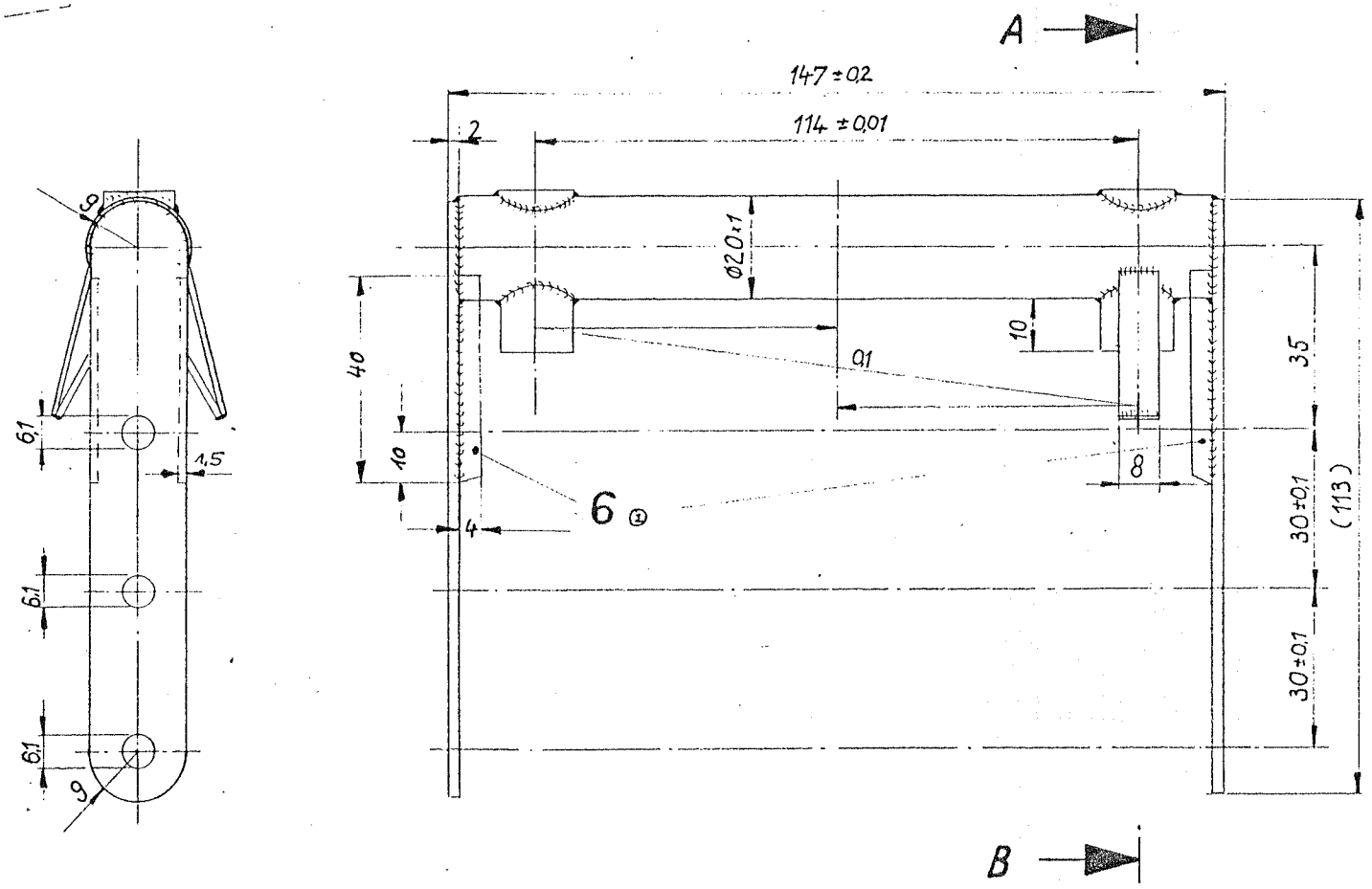
Grabenstetten, January 12th, 1988

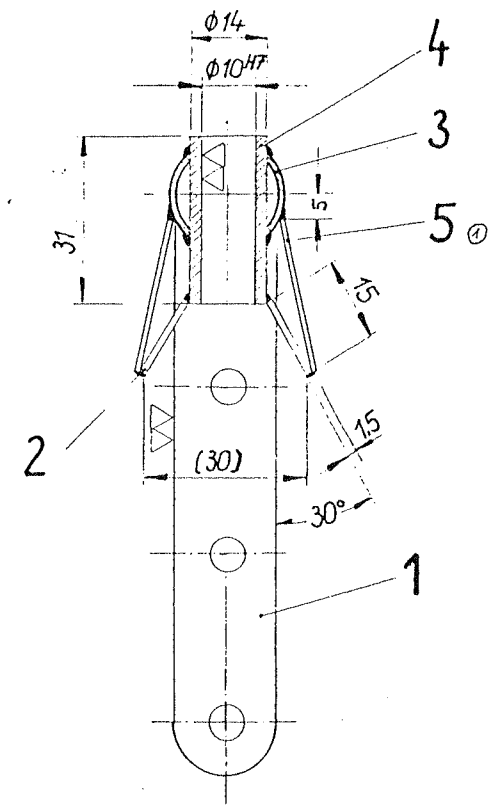
Issued: H. Streifeneder

(Streifeneder)

LBA-approved:

The German original of this Technical Note has been approved by the LBA under the date of 3. Feb. 1988, and is signed by Mr. Erieß.
The translation into English has been done by best knowledge and judgement. In any case of doubt the German original is authoritative.





Schnitt A-B

Section A-B

Fitting drilled with drilling jig
Ream drilled hole 10H7 with device after welding
For dimensions with no indications of tolerances see DIN 7168 medium range

TIG welding with filler metal 1.7734.2
Primary coat with Wash primer 42002+ hardener 40018. Coating nitro lacquer RAL 7003 or cadmium-plated

Beschlag mit Vorrichtung gebohrt, Bohrungen 10H7 in Vorrichtung parallel aufgerieben (nach Schweißung)

Bei nicht tolerierten Maßen gilt DIN 7168 Genauigkeitsgrad mittel.

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

	Pos. Nr.	Stückzahl	Benennung	Werkstoff	Zchn. Nr./Abmes.	Gewi
②	6	4	Blech *sheetmetal*	1.7734.4	40 × 4 × 1,5	
①	5	2	Blech *sheet metal*	1.7734.4	28 × 8 × 1	
	4	2	Rohr *tube*	St 35 BK	14 x 3 x 31 DIN 2391	
	3	1	Rohr *tube*	1.7734.4	20 x 1 x 143 LN 9369	
	2	2	Blech *sheet metal*	1.7734.4	15 × 8 × 1,5	
	1	2	Blech *sheet metal*	1.7734.4	113 × 18 × 2	

	Name	Tag
1974		
Gez.	Hä	15.11.
Gepr.	Ca?	
Norm		

Maßstab 1:1

GLASFLÜGEL
ING. EUGEN HÄNLE
SCHLATTSTALL KR. NÜRTINGEN

HR - Antrieb
Elevator drive bracket

205-33-9

②	produced Nachfertigung ab 1983 Ab W.Nr.	Pos 6 nachgetragen *added*	10.83	H.Sch.	
①		Pos. 5 nachgetragen *added*	13.6.75		
Änderungs-Nummer	Betr. W. Nr.	Änderung	Datum	Name	Anlr. Nr.