H. Streifeneder Glasfaser-Flugzeug-Service GmbH Hofener Weg D-72582 Grabenstetten	**Technical Note** **TN 401-26**	German Type Certificate-No. 276 page ½

Subject: Airbrakes actuation shaft

Affected: Kestrel

Accomplishment:
1. Prior to next flight
2. Insertion to handbook pg. 27d until March 31, 2002
3. Check at every annual inspection
4. In case of visible deformitation or cracks, repair according to added instruction

Reason: Deformiation and cracks caused by incorrect locking forces of the airbrake control shaft

Action
1. Visually check the area of the welding seam between actuation lever and torsion shaft
2. Insert page 27d into the flight manual
3. Visually check the area mentioned in step 1 at each annual inspection
4. If damage is found during completion of step 1 or 3, the airbrake actuation shaft must be immediately removed. The welding seam area must be throughly cleaned an all paint removed. In case of visible deformitation, the actuation lever must be heated and returned to the original position. Visible cracks may only be welded by a licensed aircraft welder within a licensed and appropriately equipped aircraft maintenance organisation. Afterwards no. 4 must be properly welded in accorance with drawing no. 401-56-3-1.
Welding joints must be done with the WIG-inert protective atmosphere welding system with welding material 1.7734.2. Finally the actuation shaft must finished with primer and paint RAL 7003. After assembly, you must check that both airbrakes are completely locked and past the over center. This can be done by visually inspection through the hole in the root rib both airbrake actuators must be positioned against their stops.
At the same time the airbrake handle should be in the detent. The force needed to lock and unlock the spoilers should not be more than 20 daN (44lb). If the forces are too high, the length of the control rod in the fuselage may need to be adjusted.

Material: See drawing no. 401-56-3-1

Weight and balance: not affected

Remarks: Correct accomplishment of all steps must be checked and certified in the aircraft logbook together with the aircraft's total flight time by a licensed inspector. Welding material and handbook insert pg. 27d are available from:

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Grabenstetten, den 22.11.2001

Fa. Glasfaser-Flugzeug-Service GmbH

H. Streifeneder

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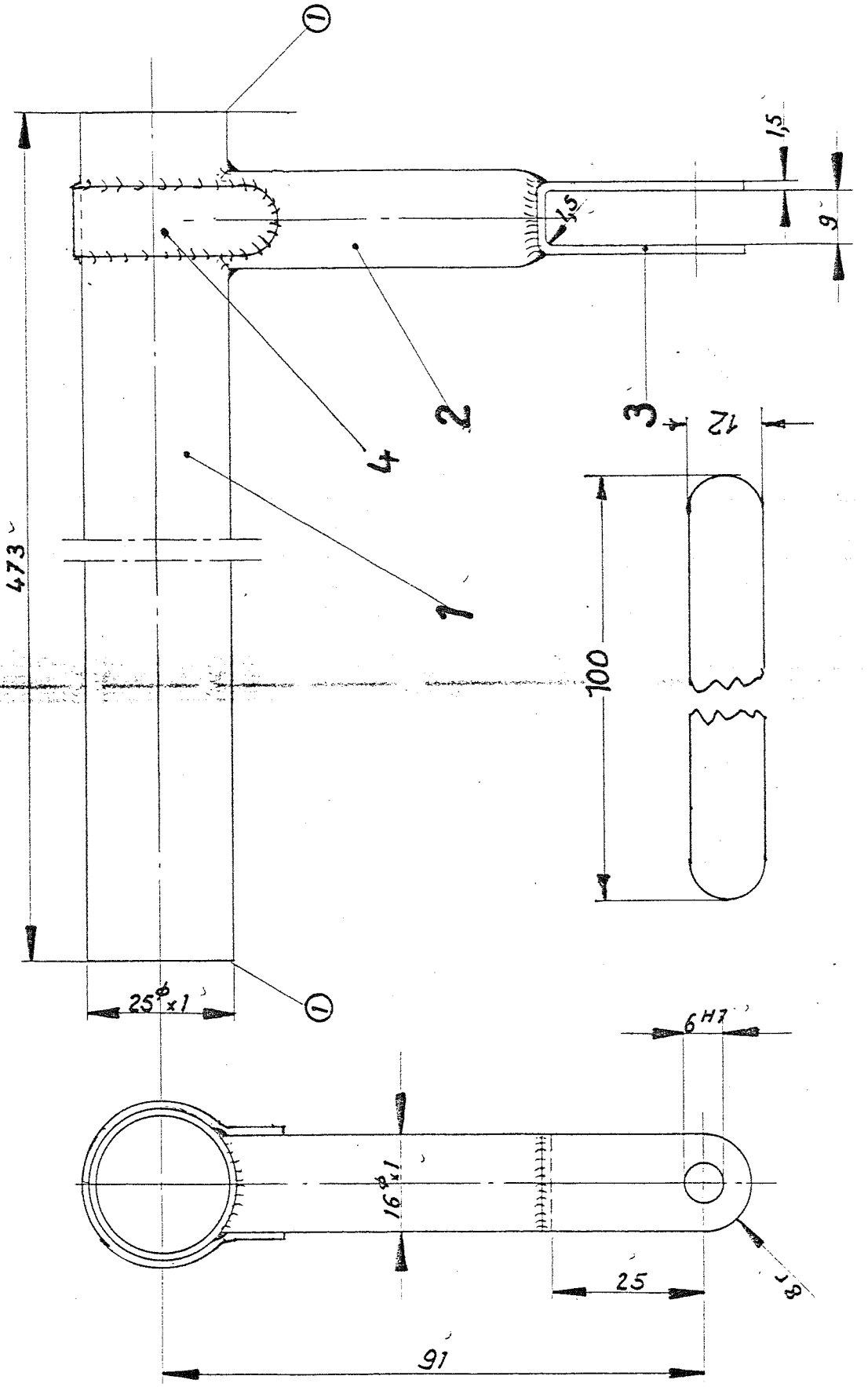
The German original of this technical note has been approved by the Luftfahrt Bundesamt under the date of 19. DEZ. 2001 and is signed by U. Kopp
The translation into English has been done by best knowledge and judgement.

At every annual inspection, check the welding joint area of the airbreak actuation lever on the torsion tube according to TN 401-26.



all dimensions in mm

4	(1x)	Verstärkung	1.7734.4	12 x 1 x 100
3	(1x)	U-Blech	1.7214.4	16 x 1,5 x 75
2	(1x)	Rohr	1.7214.9	16 x 1 x 56
1	(1x)	Rohr	St 35.BK	25 Φ x 1 x 473

4 (1x) Strengthener
3 (1x) U-shaped metal piece
2 (1x) tube
1 (1x) tube

① Steckhülsen nicht dargestellt connector not shown

	1:1	BK – Antriebswelle	401-56-3-1	4.2.1971