

**Schempp-Hirth**  
**Flugzeugbau GmbH**  
 Kröbenstraße 25 - Postfach 14 43  
 D-7312 Kirchheim unter Teck  
 LBA-Nr. I B 5

TECHNICAL NOTE NO.

278 - 33  
 286 - 28  
 295 - 22  
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Subject : Vertical elevator actuating rod inside the fin

Affected :

Sailplane model	Type Certificate No.	Serial numbers affected
Standard Cirrus G	278	all
Nimbus-2B Nimbus-2C Nimbus-3 Nimbus-3/24.5	286	all
Janus B Janus C Janus Ce	295	up to S/N 284
Mini Nimbus B Mini Nimbus C	328	all
Ventus a Ventus b Ventus a/16.6 Ventus b/16.6	349	all
Ventus c	349	up to S/N 568
Discus a Discus b	360	up to S/N 446
Discus CS	360	up to S/N 98
Nimbus-3D	373	up to S/N 11

Urgency : Action ① and ② : Prior to next flight  
 Action ③ and the following : Not later than December 31st, 1993

Reason : By coincidence of unfavourable circumstances, the rubber bellows in the upper end rib of the fin (sealing the control rod opening) may become filled with water, which - with the elevator secured in "fully up" position - may seep through the bolt verification hole in the vertical elevator actuating tube and accumulate at its lower end.

A failure of this tube due to corrosion - directly above the welded seam of the U-shaped rod end - is therefore possible.

Actions : Prior to next flight:

① Load test of the elevator control system

Remove horizontal tailplane, lock elevator actuating lever as shown in the sketch found in the appendix and pull back the control stick with the force prescribed.

② Thereafter mount the tailplane and check elevator for proper function with the aid of a helper.

If no objections can be raised as to the perfect function of the elevator control (after having accomplished step ① and ②), then the following actions are to be carried out by December 31st, 1993 at the latest.

③ Remove vertical elevator actuating rod in compliance with the instructions given in the appendix.

④ Install a replacement elevator actuating rod (designation shown on page 3) - the relevant instructions are given in the appendix.

⑤ Mount horizontal tailplane and adjust ball bearing rod end (or U-shaped rod end) such that the elevator deflections are within the permitted range (see Maintenance Manual).  
 Thereafter apply a red witness mark to jam nut and thread.

Weight : No alteration

C/G position : No alteration

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Material : The replacement elevator actuating rod may be obtained from the manufacturer

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 FED. REPUBLIC OF GERMANY

Model	Drawing No.	Dimensions
Standard Cirrus G	HS 7-31.005	φ 20 x 0.5 x 985
Nimbus-2B	Nimbus-2B 31.005 or HS 5-31.005A	φ 18 x 1.0 x 1103 φ 20 x 0.5 x 1103
Nimbus-2C	HS 5-31.005A	φ 20 x 0.5 x 1103
Nimbus-2C S/N 236	HS10-31.005	φ 20 x 0.5 x 1233
Nimbus-3 Nimbus-3/24.5	HS10-31.005	φ 20 x 0.5 x 1233
Janus B Janus C	HS 5-31.005A	φ 20 x 0.5 x 1103
Janus C S/N 193, 240, 243, 248, 249, 251, 253 - 257, 260 - 263, 266	HS 6-31.005	φ 14 x 1.0 x 1103
Janus Ce	HS10-31.005	φ 20 x 0.5 x 1233
Mini Nimbus B Mini Nimbus C	HS 7-31.005	φ 20 x 0.5 x 985
Ventus a Ventus b Ventus a/16.6 Ventus b/16.6	HS 8-31.005	φ 20 x 0.5 x 985
Ventus c	HS 8-31.305	φ 20 x 1.0 x 985
Discus a Discus b Discus CS	HS 8-31.005	φ 20 x 0.5 x 985
Nimbus-3D (with engine compartment)	HS10-31.005	φ 20 x 0.5 x 1233
Nimbus-3D (without engine compart- ment)	HM 5-31.005	φ 20 x 1.0 x 1232

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Note

: The aforementioned actions may be carried out by a skilled person. Their accomplishment must be inspected by a licensed inspector and be entered in the aircraft log book.

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Kirchheim/Teck, 19.11.1992

Issued: . . . *Treiber* . . .

( H. Treiber )

LBA-approved:

The German original of this Technical Note has been approved by the LBA under the date of *Dec. 07. 1992* and is signed by Mr. *Skov*. The translation into English has been done by best knowledge and judgement. In any case of doubt the German original is authoritative.