



AIRWORTHINESS ADVICE NOTICE

TYPE AFFECTED: Nimbus 3 and Nimbus 3/24.5.

SUBJECT: Miscellaneous airworthiness information.

BACKGROUND: This AN records airworthiness information which is not mandatory but which is useful to know.

APPROVED MODIFICATIONS:

1. Schempp Hirth Technical Note 286-13 describes the method of installing trim ballast, the acceptable safety harnesses and the allowable control cables necessary to ensure compliance with MAR 1. These requirements are mandatory for all Nimbus 3 gliders registered in Australia. Copies of this technical note are available from the GFA Secretariat on request.

2. Schempp Hirth Technical Note 286-15 describes the method of installing a nose hook as required by MAR 2. Installation of a nose hook is mandatory for all Nimbus 3 gliders registered in Australia. Copies of this technical note are available from the GFA Secretariat on request.

3. Schempp Hirth Technical Note 286-17 describes the optional conversion of Nimbus 3 gliders to the Nimbus 3/24.4 model.

This conversion requires the reissuing of the certificate of airworthiness and so the CTOA should be contacted regarding the procedures and costs associated with the conversion. Copies of this technical note are available from the GFA Secretariat on request.

4. Schempp Hirth Technical Note 286-20 describes the optional increase in the maximum takeoff weight of the Nimbus 3/24.5 to 750 kg. Copies of this technical note are available from the GFA Secretariat on request.

5. Schempp Hirth Technical Note 286-23 describes to optional installation of a tail wheel to the Nimbus 3/24.5. Copies of this technical note are available from the GFA Secretariat on request.

6. Schempp Hirth Technical Note 286-25 describes to optional installation of a tilt up instrument panel in the Nimbus 3/24.5. Copies of this technical note are available from the GFA Secretariat on request.

SIGNED:

Jonathan Shand
CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

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7. Schempp Hirth Technical Note 286-27 describes to optional use of 25.5 m wing tips on the Nimbus 3/24.5.

Installation of these tips requires blanking off of the 'S' flap position, changes to the allowable hinge moments of the ailerons, changes to the permitted cg limits, changes to the flight manual and altered placards. It is therefore necessary to have the C of A reissued to reflect the new limits.

To have the C of A reissued a copy of the existing C of A and a copy of the Log Book entry detailing the modifications and the new weight and balance characteristics must be submitted to the CTOA.

8. Schempp Hirth Technical Note 286-32 describes to optional use of Wedekind safety sleeves to secure the L'Hotellier couplings in the fuselage. These fittings must not be used at the outboard panels as they can jam the controls due to a lack of space.