



## AIRWORTHINESS ADVICE NOTICE

**TYPE AFFECTED:** Standard Libelle and  
Standard Libelle 201B.

**SUBJECT:** Miscellaneous airworthiness information.

**BACKGROUND:** This AN records airworthiness information which is useful to know.

**APPROVED MODIFICATIONS:**

1. Glasflugel Technical Note 201-12 allows the conversion of Standard Libelle to Standard Libelle 201B. The only change is the addition of water ballast bags as the changed operating limits (higher speeds and weights) have already been incorporated. Because the Type designation is changed by adding water ballast bags the CTOA should be contacted regarding updating the Certificates of Registration and Airworthiness.
2. Glasflugel Technical Note 201-16 describes the optional installation of 1/8" cables in the rudder circuit to replace the original 3/32" cables. This modification involves the replacement of the 8 mm 'S' tubes with 9 mm 'S' tubes. This modification was incorporated at the factory for serial numbers 498, 502-504, 522-527, 531 and 536.
3. Glasfaser Technical Note 201-30 describes the optional installation of factory winglets.

**DEFECTS:**

1. One case has been reported where the airbrake handle broke off due to corrosion of the main tube under the chrome plating. Wherever parts have been chromed the potential for hidden corrosion exists and they should be carefully checked.

The handle was repaired by rewelding the handle and reinforcing it with a 'U' bracket welded to both the handle and the pushrod.

**MAINTENANCE TIPS:**

1. *Airbrake overcentre.* It is common for the overcentre forces on the airbrakes in the Standard Libelle to be quite high regardless of whether the older upper and lower divebrakes or the newer upper only divebrakes are installed.

**SIGNED:**

  
SENIOR TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

**THE GLIDING FEDERATION  
OF AUSTRALIA**

Adjustment of the overcentre is quite difficult requiring cutting a hole in the wing rear spar to obtain access to the gearbox to adjust the overcentre. Provided pilots are aware that the over centre forces are high this problem is not too serious however the force required to operate the airbrakes should not exceed 18 kgf.

Aircraft with serial numbers between 95 and 520 may have their airbrake shaft modified in accordance with drawing 201-49-2 (this drawing is available from the GFA Secretariat) which increases the lever arm from 50 mm to 65 mm.

When checking the dive brake extension from the wing the divebrake must extend a minimum of 108 mm from the top of the wing.

2. *Rudder cable fairleads.* Experience has shown that it is possible for the nylon fairleads which the rudder cable passes through to move in the fibreglass thereby restricting rudder movement.

If the fairleads are found to be loose they should be nicked or grooved to give a mechanical bond before they are laminated back in place.