

AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: Standard Cirrus S/N's 1 to 397, 399 to 572, 574 to 585, 587 to 592, 594, 596, 600.

Standard Cirrus B all S/N's equipped with an elevator attachment T-Fitting.

SUBJECT: Cracking of the elevator attachment. (T-fitting).

BACKGROUND: 1980: On some sailplanes fine cracks in the welded joint of the pins on the elevator attachment T-fitting were observed.

1992: This AD was reissued to include the Standard Cirrus B ad per the revised Technical Bulletin.

DOCUMENTATION: Schempp-Hirth Technical Note 278-28 reissued 2-2-1992.

ACTION REQUIRED: **STANDARD CIRRUS:** At the next Form 2 Inspection or before 31 December 1980 and every 300 hours thereafter the T-fitting must be inspected in accordance with action 1 of TN 278-26 which forms part of this AD.

STANDARD CIRRUS B: At the next Form 2 Inspection or before 31 December 1992 and every 300 hours thereafter the T-fitting must be inspected in accordance with action 1 of TN 278-26 which forms part of this AD.

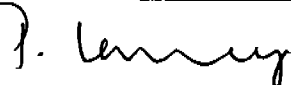
See figure 1 for clarification of the required inspection.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: The requirements of this AD must be performed by persons rated "Inspection for Issue of Maintenance Release" any type.

Any Repairs must be done by persons approved for Aircraft Welding.

COMPLIANCE: The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to the Australian Civil aviation Regulations under the delegated authority of the Civil Aviation Authority (CEO42/90).

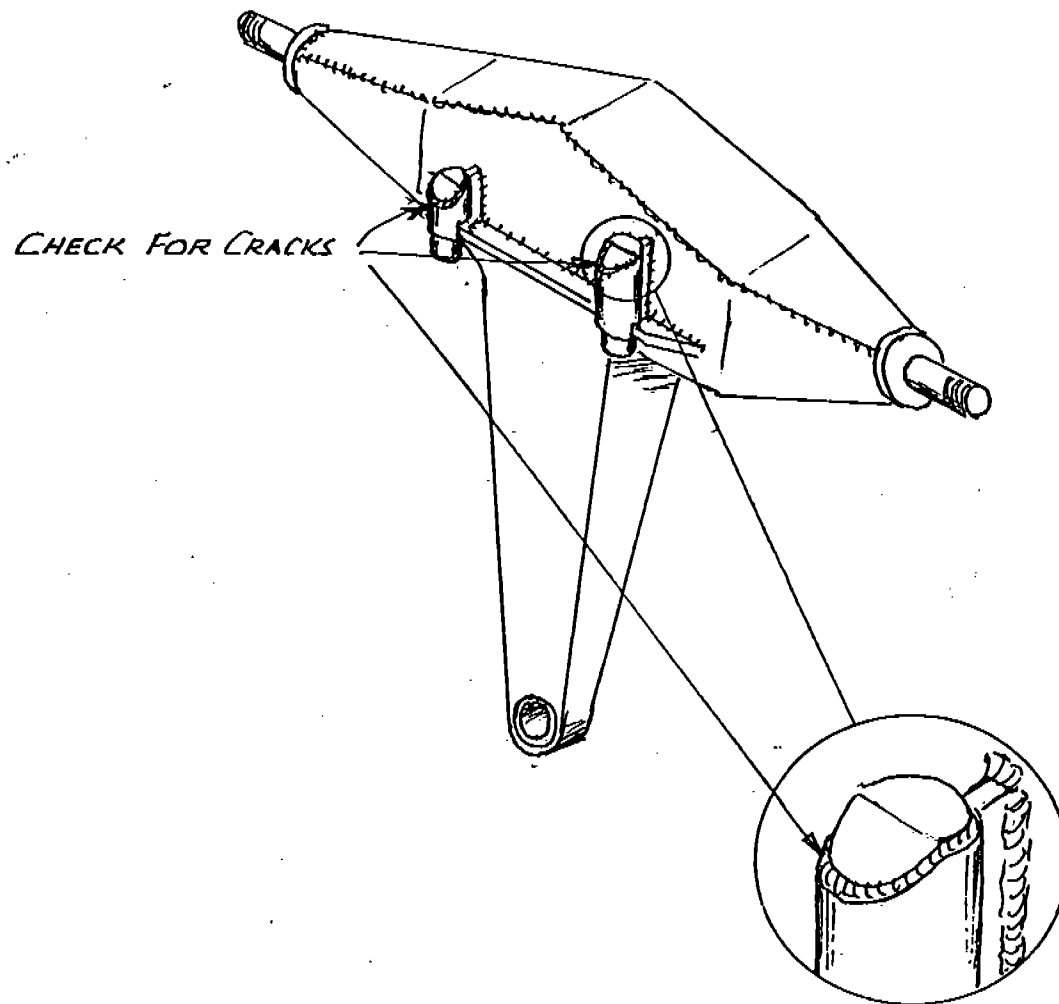
SIGNED: 

CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

FIGURE 1.



SCHEMP-HIRTH Flugzeugbau GmbH. 7312 Kirchheim/Teck	Technical Note Nr. 278-26	Blatt 02 Blattz.: 02
MATERIAL: Arc welding electrodes for low carbon steel (not heat-treated after welding). WEIGHT: No change. C.G. POSITION: No change.		
Remark: This issue supersedes the issue dated september 17, 1980.		
Kirchheim/Teck, february 05, 1992 Signature: (H. Treiber)		LBA-approved: 21 Feb. 1992 Approval of translation has been done by best knowledge and judgement. - In any case the original text in German language is authoritative.

SCHEMP-HIRTH Flugzeugbau GmbH. 7312 Kirchheim/Teck	Technical Note No. 278-26	att 01 Blattz.: 02
SUBJECT: Attachement of the elevator (T-fitting) EFFECTIVITY: Sailplane Standard Cirrus, T.C.No. 278 Variant Standard Cirrus Serial Nos.: 1 to 397, 399 to 572, 574 to 585, 587 to 592, 594, 596, 600. Variant Standard Cirrus B all Serial-Nos. equipped with an elevator attachment T-fitting. ACCOMPLISHMENT: Variant Standard Cirrus At the next annual inspection or until december 31, 1980 at latest. Variant Standard Cirrus B At the next annual inspection or until december 31, 1992 at latest. REASON: On some sailplanes fine cracks in the welded joint of the pins on the elevator attachment T-fitting were observed. ACTIONS: 1. Inspect the welded joint of the pins on the T-fitting (see Service Manual page 20, part 1a) as follows: Put a sleeve tube with 10 mm inner diameter onto the pins, apply force in span direction and at the same time inspect the welded joint of the pins for fine cracks using an at least five-fold magnifying lens. 2. If fine cracks in the welded joint should be observed, rework the welding utilizing electric arc welding. 3. Service Manual Supplementary to Section "Prescribed periodic maintenance" of page 30: Page 30a After every 300 flying hours the following actions of the Technical Note No. 278-26 must be carried out again: 1. See above text 2. See above text 3. If it should occur again ask the manufacturer.		