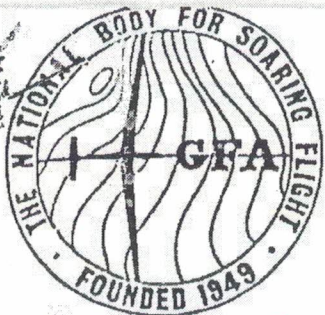




THE GLIDING FEDERATION OF AUSTRALIA

BUILDING 130, WIRRAWAY ROAD, ESSENDON AIRPORT, VICTORIA 3041.

AIRWORTHINESS DIRECTIVE GLIDERS/POWERED SAILPLANES

GFA/AD 237

SCHEMP-HIRTH 14

Issue 1.

11th August, 1982

Sheet 1 of 1

CANCELLED 3-10-2018

CURRENT MANUAL AVAILABLE ON TYPE

**CERTIFICATE HOLDER
WEBSITE**

TYPES AFFECTED:

Sailplane Nimbus-2, FRG TC No. 286
Serial Numbers 86, 104 through 109,
111 through 129, and 131

SUBJECT:

Amendment to Flight Manual.

BACKGROUND:

Based on the experiences gained in operation, page 5 of
the Flight Manual for the sailplane Nimbus-2 was amended by
instructions for winch launch flap settings.

ACTION REQUIRED:

The pages 2 and 5 of the Flight Manual for the Sailplane
Nimbus-2 to be exchanged for the new pages 2 and 5, dated
May 1982.

IMPLEMENTATION:

Flight Manual to be amended by the owner or operator.

COMPLAINT:

The requirements of this Airworthiness Directive are mandatory.
This Directive is issued pursuant to Air Navigation Regulations
under delegated authority of the Secretary of the Department of
Aviation.

M.P. Burns

M.P. BURNS.

CHIEF TECHNICAL OFFICER

AIRWORTHINESS

GLIDING FEDERATION OF AUSTRALIA

Amendments

No.	Item	Page	Date
1	Increase of the maximum weight with water ballast from 530 up to 580 kg. (TM-Nr. 286-8).	3 12 14 15	January 1976
2.	Winch launching. (Techn. Note No. 286-16).	5	May 1982

2. Operating instructions

Winch launching

Max. launching speed: $V_W = 120 \text{ km/h}$ (65 knots)
Flap setting: $+6^\circ$ at a high take-off weight (high cockpit load, water ballast).
Flap setting: 0° at a low take-off weight (lower cockpit load, without water ballast).

The sailplane has one tow release hook on the bottom of the fuselage, just in front of the landing gear.

Under normal conditions winch launchings are conducted without difficulty. There is no tendency to veer off or to ground loop. Special attention is to be paid to take off and lift off with slight forward elevator control, by no means with stick pulled back.

Instructions for the winch driver:

Especially when using a strong winch, care should be taken to avoid an excessively sharp start. In case that the pilot is not strapped in properly, the acceleration presses him back in the seat and he automatically will move the stick backwards. The winch launching should be conducted as with a normal two-seater with regard to speed, engine power control, rope tension, and release.

Airplane tow

Max. tow speed: $V_T = 160 \text{ km/h}$ (86 knots).
Flap setting: 0° or $+6^\circ$.

Flap setting 0° should be used when starting the ground run, in order to improve the aileron effectiveness. At a moderate running speed and with ailerons well effective the flaps can be set to position $+6^\circ$.