

COMMONWEALTH OF AUSTRALIA  
DEPARTMENT OF TRANSPORT

AIRWORTHINESS DIRECTIVE GLIDERS: G.F.A. AD 115 glaser dirks 4

GLIDER TYPES AFFECTED: DG100 GW Nr.5 and 21 to 103

SUBJECT: Elevator control (bearing stand RU 19)

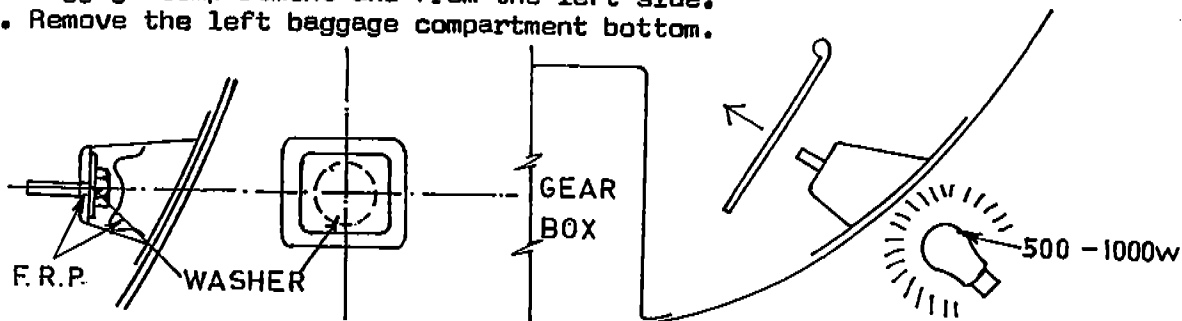
ACCOMPLISHMENT: Before next flight.

REASON: If a washer 6.4 DIN 9021 is not installed in the bearing stand RU 19 it is possible that the elevator control lever might loosen.

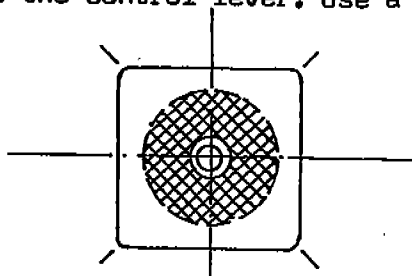
INSTRUCTIONS: Check if a washer 6.4 DIN 9021 (outside diameter 18 mm) is installed in the bearing stand. If no washer is visible you have to exchange the bearing stand according to repair instruction 11/5/78.

TEST AND EXCHANGE WORKS:

1. To carry out the works the fuselage must be accessible from the baggage compartment and from the left side.
2. Remove the left baggage compartment bottom.



3. Remove the self locking nut M6 DIN 985 from the bearing stand and draw off the control lever.
4. Take a powerfull lamp (500 to 1000 watt) hold in against the fuselage from the outside and shine through the bearing stand. To prevent heating of the fuselage shell illuminate only for a short period. Carry out the inspection in a darkened room.
5. Look at the bearing stand from the baggage compartment.
6. (a) If the washer with 18 mm outside diameter is visible you may reassemble the control lever. Use a new self locking nut M6 DIN 985.



6. (b) If no washer is visible but the F.R.P. reinforcement is appearing constantly dark the bearing stand has to be exchanged according to repair instruction 11/5/78. Reassemble the control lever. After the exchange readjust the elevator control (see Service Manual page 22/23) if necessary. Take care that the control rod ends are not unscrewed too far!
7. Check the elevator control for free movement and proper operation.
8. Reinstall the baggage compartment bottom.

MATERIAL: Self locking nut M6 DIN 985 and bearing stand RU19 can be obtained free of charge from Glaser Dirks.

Resin: Glycidather (Epikote) 162

Hardener: Laromin C 260

Mixing ratio: 100 : 38 weight parts

Filler: Chopped cotton flocks

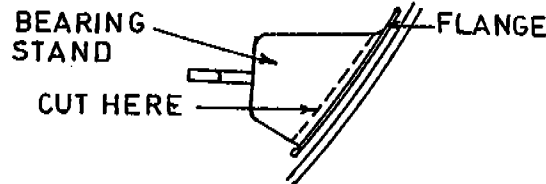
WEIGHT AND BALANCE: No affect.

REMARKS: 1. The execution of instruction 1 to 8 is to be entered in the aircraft log book.

2. The exchange of the bearing stand has to be done by the holder of a G.F.A. Glider Inspectors Certificate D.O.T. 1109 endorsed for Standard repairs structural F.R.P. or approved F.R.P. Glider Repair organisation.

EXCHANGE OF THE ELEVATOR CONTROL BEARING STAND:

1. Disassemble the elevator control lever from the bearing stand.
2. Mark centre line locations of bearing stand at right angles on the fuselage shell with pencil to permit relocation of new bearing stand.
3. Cut away the bearing stand from the fuselage with a flexdisc taking care not to cut into the fuselage shell.



4. Abrade the flange of the bearing stand until the fibreglass of the flange is completely removed. DO NOT ABRADe THE FUSELAGE SHELL.
5. Sand the new bearing stand. For gluing, coat the bearing stand and the fuselage with mixed resin. Then put resin filled with chopped cotton fibres approximately 5mm thick on the bearing stand. Push the bearing stand against the fuselage shell. Wipe off excess surplus filled resin.
6. Let the resin cure a minimum of 12 hours at a minimum temperature 20 degrees C room temperature.
7. Reassemble the elevator control lever. Use a new self locking nut M 6 DIN 985.
8. Check the elevator displacements and readjust the elevator control if necessary (see Service Manual page 22).

MATERIALS:

Resin: Glycidather (Epikote) 162  
 Hardener: Laromin C 260  
 Mixing ratio: 100 : 38  
 Filler: chopped cotton fibres  
 Self locking nut: M 6 DIN 985.

COMPLIANCE: This directive is mandatory. This directive is issued pursuant to Air Navigation Regulations under the delegated Authority of the Secretary of the Department of Transport.

DOUGLAS LYON

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GLIDING FEDERATION OF AUSTRALIA

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