



THE GLIDING FEDERATION OF AUSTRALIA

CANCELLED
21.03.2019

GFA AD 290
(ISSUE 2)

GFA AIRWORTHINESS DIRECTIVE

REFER SB 653-47 CURRENT REVISION ON
TYPE CERTIFICATE HOLDERS WEBSITE.

TYPE AFFECTED:

Scheibe SF 25C Falke, serial numbers 4356C, 44148, 44161
44162, 44165, 44167, 44168, 44170 to 44172, 44175, 44176,
44179 to 44354.

Scheibe SF25E Falke, serial numbers 4323 to 4362.

Scheibe SF25K Falke, serial numbers 4902 to 4906.

SUBJECT:

Flight controls. Inspection and/or replacement of bearings in the
control sticks.

BACKGROUND:

SF 25 powered sailplanes of the models and serial numbers listed
above are equipped with a lateral and longitudinal control system
consisting of two separate sticks. Earlier models of the SF 25
aircraft fitted with the older "fork" control stick are not affected.

AD290 Issue 1 of 13/2/85 called for replacement of the double-row
self-aligning ball bearings in the control sticks with spherical slide
bearings type GE8E. AD290 Issue 1 was accompanied by Scheibe
Technical Note 653-47, which explained the problem and specified
the fix.

Now it has been found that the GE8E bearings also wear out rather
quickly and they are no longer obtainable. Scheibe has issued
Service Bulletin 653-47/2 which requires replacement of the GE8E
bearings if they are found to be worn out. The Service Bulletin
does not specify how much wear constitutes "worn out", nor does
it provide an alternative bearing number to replace the GE8E.

GFA is attempting to find a local source of suitable bearings as
direct replacements for the GE8Es. Further information will be
provided in due course.

The original technical Note remarked that failure of the ball-
bearings could have occurred because of lack of lubrication. The
same may well apply to the GE8E spherical slide bearings.

SIGNED:

W. H. H. H. H.



for

CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

GFA AD 290

ISSUE: 2

21 June, 2000

Page 1 of 8

GFA AD 290	ISSUE: 2	21 June, 2000	Page 2 of 8
-------------------	-----------------	----------------------	--------------------


DOCUMENTATION: The original AD290 and its attached Technical Note 653-47, together with the new Scheibe Service Bulletin 653-47/2, form part of this AD.

ACTION REQUIRED: Carry out actions as per Scheibe Service Bulletin 653-47/2. If excessive wear is found, the aircraft must be grounded until the bearings are replaced. If there is no wear, or the wear is considered to be acceptable, ensure that the bearing is adequately lubricated before releasing the aircraft back into service.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: Before further flight. Inspection of the bearings to be carried out by the holder of a CAA1109 endorsed for Form 2s. If bearing replacement is necessary the work is to be carried out by the holder of CA1109 endorsed for approved modifications.

COMPLIANCE: The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.

Scheibe- Flugzeugbau GmbH August- Pfaltz- Str. 23 85221 Dachau LBA- Anerkennung I- EB 2	Service Bulletin 653-47/ 2 	SF 25C: Modification 86, 109 SF 25 E: Modification 38, 42 SF 25 K: Modification 1 TCDS-N° 653 Page 1 of 2
--	--	---

Subject: Bearings in the control stick

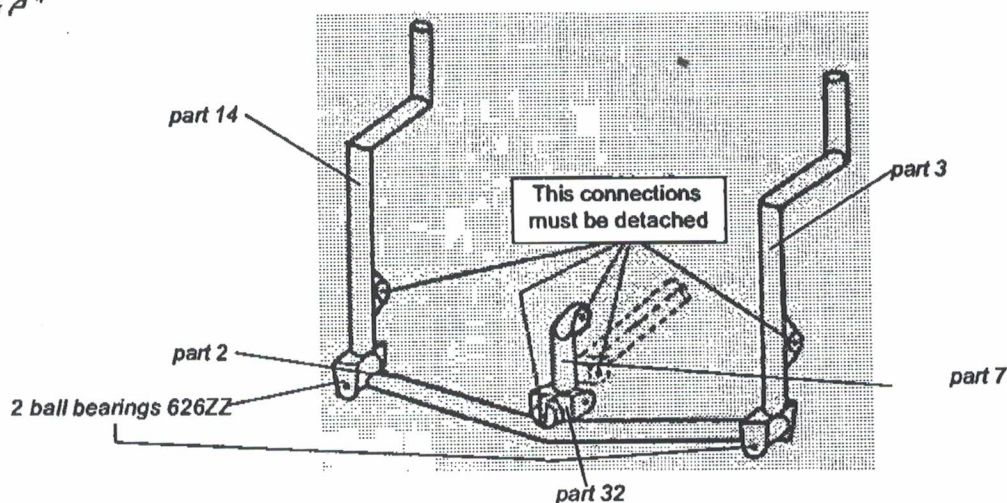
Affected: SF 25 C „Falke“, Serial-N°: 4356C, 44148, 44161, 44162, 44165, 44167, 44168, 44170 – 44172, 44175, 44176, 44179 – 44354
SF 25 E „Super-Falke“, Serial-N°: 4323 – 4362
SF 25 K „Falke“, Serial-N°: 4902 – 4906
The different models and serial numbers of SF 25 motorgliders listed above are equipped with longitudinal and lateral control system consisting of two separate sticks. SF 25 with the older "fork" control stick are not affected.


Urgency: a) Before the next flight, if a double-row self aligning ball bearing 14 C 6 is to be found in the control column parts 2, 3, 7 and/or 14 (see below sketch) or
b) when the spheric slide bearings GE 8 E installed in accordance with TM 653-47 are worn out and must be replaced.

Reason: The spheric slide bearings GE 8 E according to TM 653-47 wear out very soon and are no longer obtainable.
If these spheric slide bearings must be replaced, the complete control column (Parts 2, 3, 7 and 14 according to 653E-41-S10 and part 32 according to 653E-41-S10E1) must be modified according to 653E-41-S10 change d.

Actions: New slide bearing supports must be welded to the parts 2, 3, 7 und 14 (see below sketch) according to 653E-41-S10 change d and 653E-41-S10E1.
The old Part 33 of 653E-41-S10 located between part 2 and 7 is to be replaced by the new part 32 according to 653E-41-S10E1.
With the exception of the spheric ball bearing 14 C 8 at part 2 of 653-41-S10E1 all the other bearings are spheric slide bearings (1x SSCP 8 IH und 2x SSCP 6 IH). All the slide bearings are fixed with Loctite 270. Apply 2 new chime rings at each bearing.
Replace the additional 4 ball bearings 626 ZZ at part 2 of 653E-41-S10.

FOR "CHIME RING"
READ "CARELIP"



Scheibe- Flugzeugbau GmbH August- Pfaltz- Str. 23 85221 Dachau LBA- Anerkennung I- EB 2	Service Bulletin 653-47/ 2 	SF 25C: Modification 86, 109 SF 25 E: Modification 38, 42 SF 25 K: Modification 1 TCDS-N° 653 Page 2 of 2
--	--	--

Material: 2x bearing supports (part 35 of 653E-41-S10 change d) and
 1x bearing support (part 6 of 653E-41-S10 change d) and
 1x bearing support (part 2 of 653E-41-S10E1)
 Spheric slide bearing 1x SSCP 8 IH with 2x chime rings
 and 2x SSCP 6 IH with 2x chime rings
 Spheric ball bearings 1x 14C8 with 2x chime rings
 Ball bearing 4x 626 ZZ

**Weight and
 Balance:** —

Remarks: The modification has to be performed only by the manufacturer
 SCHEIBE Flugzeugbau GmbH
 or
 by a maintenance organisation, authorized by the manufacturer
 or
 a service station, approved in accordance with JAR 145.
 The modification has to be certified in the log book by an authorized
 inspector.

SCHEIBE Flugzeugbau GmbH
 Dachau, 02/22/2000
 LBA I- EB 2

Musterprüfleitstelle

LBA- approved:

(Haferkom)

This service bulletin was originally written in German and is approved by the German LBA.
 The translation has been accomplished to best of our knowledge and judgement.
 In case of doubl, the German original is authoritative.