LBA

SCHEMPP-HIRTH Flugzeugbau GmbH. Kirchheim/Teck	Technical Note No. 286-35 No. 328-13	Page No: 01 No of pages.: 01

SUBJECT: Flap drive mechanism in the fuselage

AFFECTED:

Sailplane (TC-No. 286)

Variant: Nimbus-2C, Serial Nos: 166, 177 through 181 and 185 through 236

Sailplanes (TC-No. 328)

Model: Mini Nimbus-HS7, all serial numbers

Variants: Mini Nimbus B, all serial numbers
Mini Nimbus C, all serial numbers

URGENCY: At the occasion of the next annual inspection but not later than December 31, 2005

REASON: During the daily check after assembling a Mini Nimbus C a failure in the flap actuating circuit was found.
An investigation showed that the lever at the torsional drive in the fuselage failed at the weld.
Because of the equal design of the torsional drive the sailplane Nimbus-2C is affected too.

ACTIONS: The reinforcement of the flap drive is accomplished in accordance with the following drawing and with the appendix to the Technical Note.

Type series	Drawing No.	Title
Nimbus-2C	10.065/3	Reinforcement flap drive
Mini Nimbus HS7 Mini Nimbus B mini Nimbus C	HS7 - 10.083/1	Reinforcement flap drive

MATERIAL: See drawing No. 10.065/3 resp. HS7 - 10.083/1

WEIGHT: No alteration
C/G POSITION: No alteration

REMARK: **The action must be accomplished by a certified repair station and entered in the log book.**

Kirchheim/Teck, 24.06.2005

Issued: ..... (Treiber)

LBA-approved:
The German original has been approved by the LBA under the date of 29. JUNI 2005 and is signed of by Mr. Blume
The translation into English has been done by best knowledge and judgment.

EASA approved on: 1. July 2005

under Approval No.: 2005 – 6054