

SERVICE BULLETIN No. L13/005

Subject:     Securing of the brake flap control rod  
                  against failure

Reason:     Bending and cracking of the brake flap  
                  control rod in service

Description: The existing control system of brake flaps  
                  is not secured against overshoot through  
                  the maximum position (e.g. due to impact  
                  upon the flaps) which results in breakage  
                  of the flap control rod. The limit stop  
                  attached to the top brake flap shroud  
                  structure will prevent the maximum deflec-  
                  tions of the flap to be exceeded and thus  
                  eliminate bending and failure of the control  
                  rod.

Effectivity: All sailplane 1st through 13th series.

Costs and  
Material:     Material required for this modification  
                  will be furnished by the makers who will  
                  also cover any costs incurred.

Manufacturer's  
representative

Kosek

Customer's  
representative

ing. Boron

Date: 21st October 1960

Accomplishment instructions

1. Disassembly of brake flap

After the brake flaps have been extended it is necessary to remove the top flaps on both wings (detail view A, Fig.1). Disassembly points - see Fig. 2-view X. During disassembly proceed as follows:

- a/ remove item 10 (bolt, nut and washer) on the supporting levers of flaps,
- b/ remove the two fitted bolts of the brake flap control rods /see Fig. 2, view X, item(11) where there is one bolt shown the other being covered by the rod item (13)/,
- c/ remove bolts attaching the bonding straps on the supporting tube of brake flap /see item (12), view X, Fig.No.2/.

2. Modification to the top shroud

Refer to Fig.2, detail Y to open the assembly hole for installation of the stop, /bolts for installing are denoted by item (14)/. Refer to the same figure to drill out the two bolts in the face of the shroud /see detail view Y, Fig.No.2, section B-B/. Drill the holes after the rivets together with the limit stop sheet panel /item (3), Fig.3/ to dia. 3.1mm. Refer to the same figure /and section A-A, Fig.3/ to attach the limit stop sheet panel to the face of shroud using bolts and nuts denoted by items (6) and (7). After attachment of these parts install a rubber stop item (2), then drill this through the hole dia. 4.2mm with the shroud and tighten using a bolt and a nut items (4) and (5), Fig.3, to the face of the shroud. /Refer to Fig. 3, section A-A/. The above procedure to be effected through the assembly hole.

3. Modification to the flap control lever

Install the limit stop to the brake flap control lever /Fig. 3, section A-A, item (15)/. For reassembly use the bolt and nut item (8) as per list of material. /Use a washer disassembled before as required/. Secure the nut by two centre-punches stamped on it. Modify the lever item (15) Fig.3 by filing off the inner edge to Fig.3 - for installing the limit stop, item (1).

Then reinstall the brake flap as indicated on Fig. 2 - disassembly figure - view X. Use the same drawing to reinstall the assembly door cover, detail view Y, bolts for assembly item (14) together with bonding strap.

The sailplane is ready for operation after the above procedure has been completed.

List of material

No.	Qty	Title	Dwg.No.	Material	Size	Note
1.	2	Control rod limit stop	SK-L13-047			
2.	2	Dog	SK-L13-048			
3.	2	Limit stop sheet panel	SK-L13-049			
4.	2	Bolt	M4x18 CSN 02	1101	to stand.	
5.	2	Nut	M4 LDN	3217	"	
6.	4	Bolt	M3x12 CSN	31 3142	"	
7.	4	Self-locking nut	M3 LDN	3217	"	
8.	2	Nut	M6 CSN	31 3202.2	"	

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