

Strengthening of the wing nose rib no. 4a and the spar plate.

Due to hard landings the rib 4 a has been destroyed without any visible sign on the surface. One serious accident was caused by this damage.

Description of modification:


- 1.) To this modification belongs drawing sheet 164 - A 8. This sheet, which contains a detailed direction and a new rib 4a are to be ordered by the firm of Schleicher.
- 2.) The modification may only be carried out by groups which have the permission to do this work from their local inspection agency. Otherwise by the firms:  

A. Schleicher; Wolf Hirth, Nabern/Teck  
and H. Eichelsdörfer, Bamberg.
- 3.) Urgency: When damages are seen through the access hole immediately, otherwise until 1.3.61.

Attention:

It is again directed, that the connection point at the drag strut-spar is to be controlled frequently, in every case after hard landings (ground loops).

Approval of translation has been done by best knowledge and judgement. - In any case the original text in German language is authoritative.

Drawings to be corrected	Remarks	IfL-Check
	ausgef. 29.10.63 Hr.	 <i>Reinhold</i> 28. Nov. 1963

Description of Modification No 8

- 1.) Open plywood nose skin between rib 4 and 5. The remaining skin at rib 4 must be wide enough for the scarf joint.
- 2.) Remove the metal fittings at rib 4a (incl. drag strut).
- 3.) Remove rib 4a. For this the nose spar must be cutted.
- 4.) Remove plywood plate a)
  - a) This must be done very carefully. Do not injure the plywood web of the spar. This spot (4.8" wide) must be cleaned from varnish and prepared for gluing.
- 5.) Glue on the new plywood plate b)
  - b) Direction of outside grain vertical to spar longitudinal axis. 0.236" thick. Quality 1 (aircraft). To press add a 1,5" thick piece of wood from behind.
- 6.) Glue in the new rib 4a. Complete the nose spar with a scarf joint.
- 7.) Metal fittings reinstall. Drill the holes from behind. New nuts and perhaps also new screws. No bearing thread!
- 8.) Fit on rib 4a and make the scarf joints. At rib 4a add a piece of poplar wood for the scarf joint.
- 9.) Complete the plywood nose skin.
- 10.) Complete the fabric and finish.  
All inner parts, wood below fittings, and bolt holes must be conserved with a nitro laquer.