

(US 7G4)

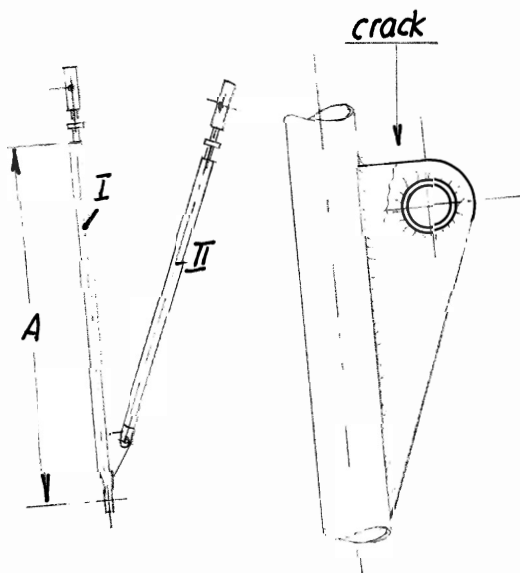
Strengthening of connecting lap of forked airbrake push rod in fuselage.

There have been found cracks on several pieces as shown in figure.

Urgency: If a crack is found immediately; by repairs; all other gliders until the next annual inspection.

Description of modifications:

- 1.) The pushrod I) is to be build out and replaced by a modified one. Secure all screws and pins by split pins properly. The quick - connecting head is to be adjusted at the assembled glider and secured by the nut. Check proper closing of both airbrakes!
- 2.) The modified pushrod is to be ordered by the Firma of A. Schleicher or one of the License firms. The distance A) must be given exactly when ordering.




License firms are:

Fa. Schempp-Hirth OHG
7312 Kirchheim/Teck
Krebenstr. 25

Fa. Hans Eichelsdörfer
6800 Bamberg
Hafenstr. 1 b

- 3.) The modification is made from S.No. 8099 incl.
The modified push rod has 2 plates 1,0 mm thick. A few samples are modified with a thick 1,5 mm thick plate, this is taken as equivalent.

0.06"

Drawing to be corrected:	Remarks			PFL Check
Drawing to modification Nr. 9 (Normally not given to aircraft owners)	ausgef.	13.9.62.	Kaiser	<div style="text-align: center;">  <p><i>Revised</i></p> <p>5. Okt. 1962</p> </div>

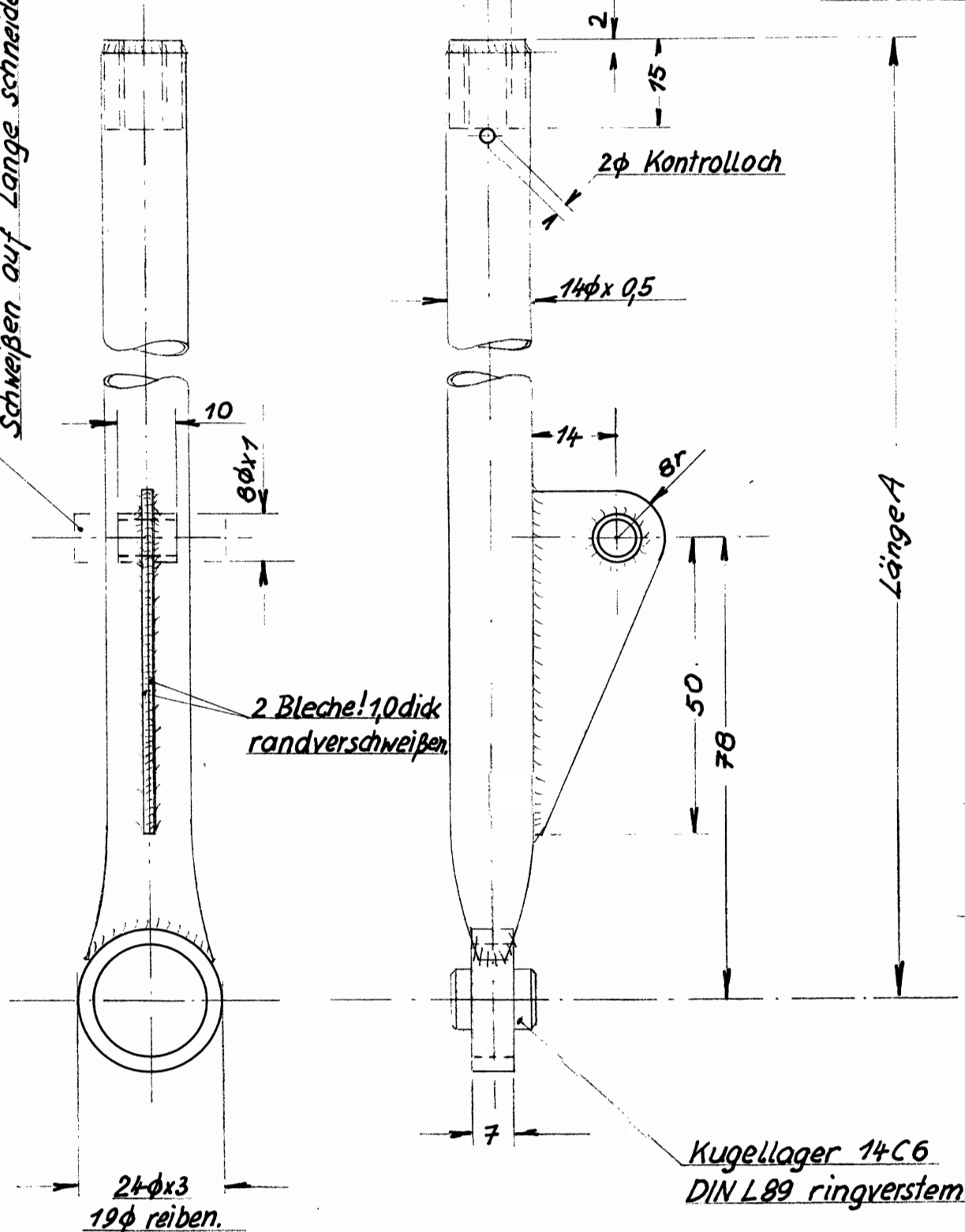
Leistungseinsitzer
Schleicher K 8
Bearb. R. Kaiser 13.9.62.

Zeichnung zu
Änderung Nr. 9

Flugzeugbau A. Schleicher
Poppenhausen / Rhön

Rohr länger lassen nach dem
Schweißen auf Länge schneiden.

M8 zunderfrei. Erst schweißen, dann
schneiden.



Werkstoff:
Stahlrohr St. 35.29
Stahlblech Fl. W. 1604
od. 1.72 14.4