

Flight Manual

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1 Introduction

The present appendix 01-2021 gives additional information, instructions and limitations to the original Flight and Operating Manual. The appendix has the same validity as the basic manual. All limitations and information given in this appendix must be fully regarded by the crew and/or the owner of the aircraft.

2 Instructions for operation

Unless otherwise presented in the following sub-sections all operating limitations of the aircraft remains unchanged.

2.1 Protection from moisture

The strength of the wooden primary structure is seriously endangered by penetrating moisture. It is important to ensure that the aircraft is not exposed to excessive moisture, for example rain. Attention should also be paid to the formation of condensation due to changing ambient conditions.

If the aircraft has become damp or wet, the airframe must be dried carefully. All water that has entered must be removed. If necessary, the aircraft must be stored in a dry room.

Operating Manual

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1 Introduction

In addition to the maintenance instructions and information in the basic manual the following sub-section contains additional mandatory inspections.

2 Airworthiness limitations

At least once in the last 12 months or within the last 500 starts, the elevator must be checked in accordance with Chapter 3 of this Operating manual.

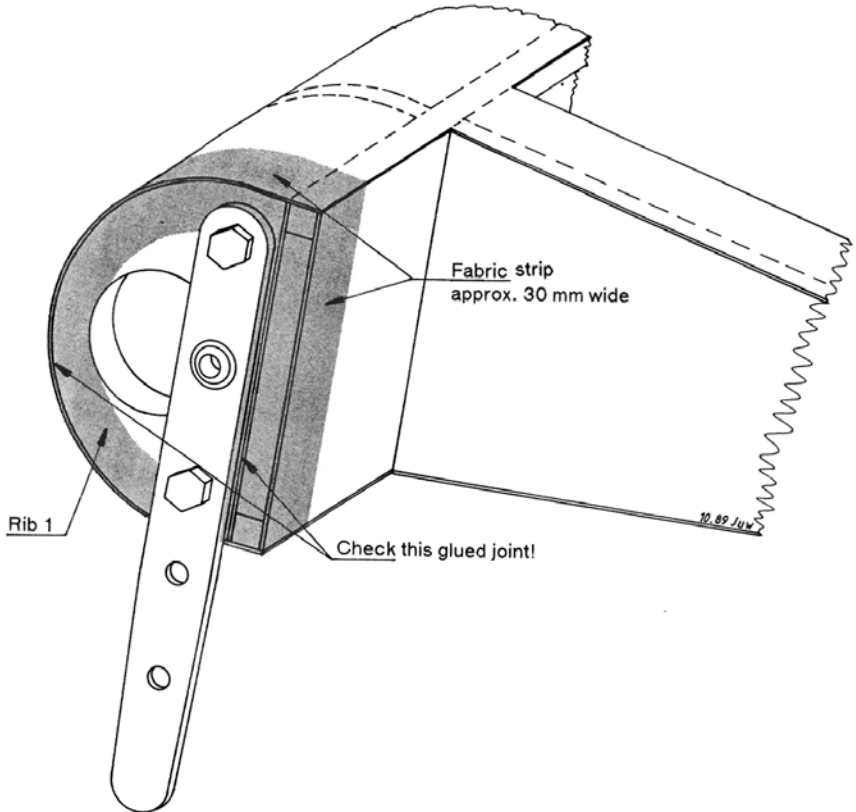
3 Inspection of the elevator

Failures of gluing attachment of the elevator due to aging or overloading have increasingly been found. Since this area is essential for the safety of the aircraft, the inspection must be carried out with great care.

The following steps have to be performed:

1. Load the two halves of the elevator in assembled conditions with an appropriate torsional load. There must be no visible deformation in the region of the elevator drive. Also pay attention to any noises that could indicate structural damage.
2. Disassemble the two halves of the elevator.
3. Remove the fabric strip above the gluing of the rib no. 1 and the plywood cover of the D-box (do not damage the wooden structure!)
4. Check that the glued joint between rib no. 1 and the plywood cover of the D-box or respectively the elevator spar is in good condition. By the use of a knife tip or a feeler gauge at the glued joint the tight fit of all parts can be checked. The inspection should also be carried out from the inside using a mirror or endoscope.
5. If no damage on the glued joint is found, the edge must be covered once again after the inspection with a fabric strip as shown in Fig. 3-1. Finally, apply weather and moisture protection (painting).

Fig. 3-1 Right half of the elevator



As an alternative to the fabric strip made of cotton the use of ORATEX UL600 is approved. In this case, the additional weather and moisture protection (painting) is not required. The "ORATEX® Application Manual & Airplane Maintenance Manual Supplement" in its latest approved revision has to be observed.