



Subject: Installation of the c. g. release coupling

Effectivity: Sailplane MÜ 13 E-Bergfalke, Bergfalke II, II/55, III and IV, all Works Numbers

Accomplishment: Instructions 1 to 4 at the next annual inspection, but not later than april 1st 1980. Instruction 5 at the next overhaul or repair, or new construction.

Reason: By some sailplanes of type Bergfalke, cracks occurred in the attachment structure of the coupling. In some cases the cracks occurred through a forceful winchlaunch.

Instructions:

1. After removing the seats and floors, the attachment structure of the c. g. coupling is to be checked for deformation and cracks, especially the area around the attach bolt holes.
2. It has to be checked that the attach bolts for the coupling (3xM6) are sufficient tightened.
3. If damages are found one can require the working instruction to the technical note Nr. 104-15 by Fa. Scheibe Flugzeugbau GmbH, 8060 Dachau, August-Pfaltz-Str. 23. According to the working instruction the damages are to be settled. Before the damages are settled it is not allowed to make winch tow launches.
4. In the operating manual of the above mentioned models there are to be added:
MÜ 13 E-Bergfalke - page 8 behind 38. c. g. weighing:
"further look in the following figure 40"
Then by figure 39 on page 8 below, add figure 40:
"During every annual inspection check the attachment structure of the c. g. release coupling for deformation and cracks".

The same text is by:
Bergfalke II page 14 figure 36
Bergfalke II/55 (operating advises) page 4 figure 13
Bergfalke III page 26 below
Bergfalke IV page 10 figure 32

The change in the manual of MÜ 13 E-Bergfalke - BF II, BF II/55, BF III and BF IV is to be recorded on page 3
5. To improve the attachment of the c. g. coupling is, by overhauls, repairs or new construction the coupling to be installed according to drawing No. 104C-11-S12/2
6. This technical information replace the technical notes No. 104-2/76 and 104-13 for Bergfalke III.

Weight and c.g. position: not affected

remarks:

1. Instructions 1 to 4 can be accomplished by a skilled person.
2. Instruction 5 can only be accomplished by the manufacturer or an approved repair shop.



3. The correct accomplishments of the actions made are to be confirmed by authorized persons in the gliders log book.

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



Scheibe
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