



Subject: Rear Tailplane suspension

Effectivity: Glider MÜ 13 E "Bergfalke"
Bergfalke II
Bergfalke II-55
Bergfalke III
Bergfalke IV } all serial numbers

Reason: Due to flight operations during many years, especially by many take-offs and landings (for instance training), on rough airfields both rear tailplane suspensions might be worn out.

Instructions:

1. Especially in connection with annual inspection it must be checked, whether the rear tailplane suspension has too much play.
2. If there is too much play
 - a) both bushings in the tailplane on later models are to be replaced by new ones,
 - b) on older models on which the tailplane suspension is without bushings, bushings must be fitted according to the operational-instruction to the technical note.

Material: 2 bushings and protecting paint according to operational-instruction to the technical note

Weight and balance: not affected

Remarks: The modification can be performed by a skilled person. The bushings can be supplied by Fa. Scheibe Flugzeugbau.

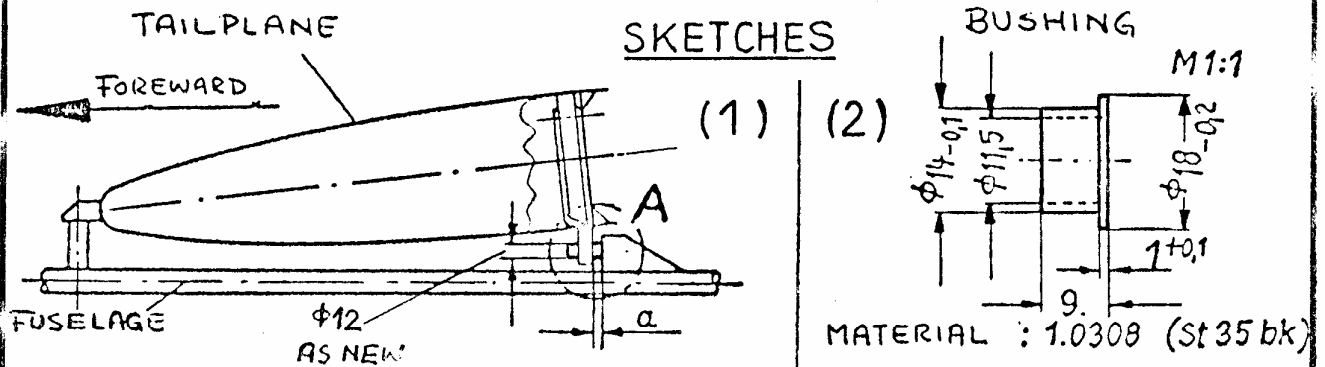
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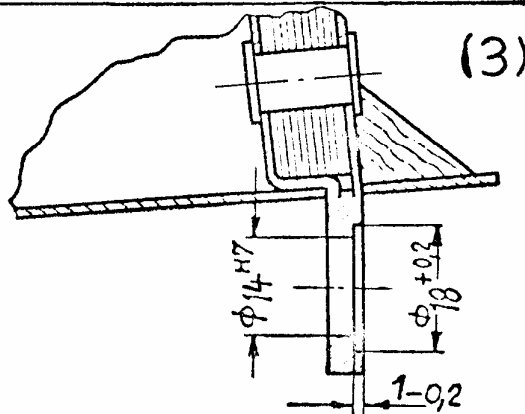
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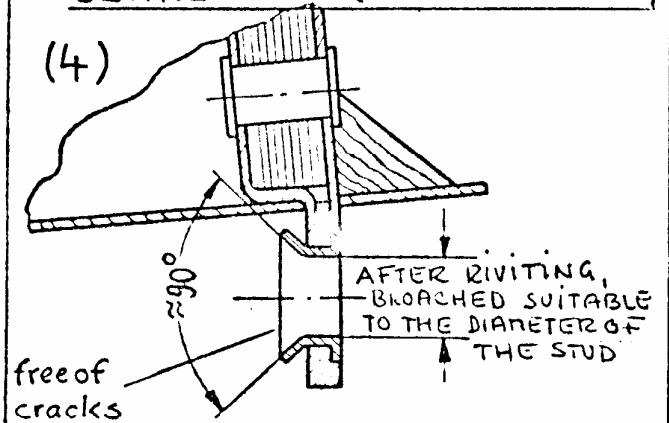
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DETAIL A (WITHOUT BOLT)



DETAIL A (WITH BUSHING)



1. Remove the elevator from the tailplane.
2. Machine both rear suspensions according to sketch 3:
 - a) with a tap drill $18 \phi + 0,2$ and $1 - 0,2$ deep.
In the case of a distance "measure a" (see sketch 1) tap drilling is not necessary or may be less deep than 1 mm.
 - b) with a twist drill enlarge the $\phi 12$ bore to $\phi 13,5$ and broach it up to $\phi 14$ H7.
3. Preserve the holes and the outer surface of the bushings with the primer LC 30-6101 Fa. BASF (or similar to that). Assemble and rivet the parts together according to sketch 4.
4. Measure the diameter (new 12ϕ) of the suspension studs (see sketch 1) and broach riveted bushings according to the measure of the stud.
5. Assemble the tailplane and mount it to the fuselage. Measure the deflection of the elevator and if necessary adjust.

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23. 1. 1980

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