



**Subject:** Main wing assembly (fittings with main wing centre pin).

**Effectivity:** Sailplane Bergfalke II } Instruction 1 all Serial numbers  
Sailplane Bergfalke II-55 } with one main wing centre pin  
Sailplane Bergfalke III } and on the ones where the safety  
Sailplane Bergfalke IV } pin hole is located under the  
top boom lug fitting.  
Instruction 2 all Serial numbers

**Accomplishment:** Instruction 1 before further flight, and upon each Wing assembly  
Instruction 2, by the next annual inspection, at the latest 30. 4. 1985

**Reason:** Inspection of proper engagement of the main rigging pin in the main wing fittings

**Instructions:** Instruction 1:

a) It must be checked that the main rigging pin is fully through the bottom lug fitting. With the main rigging pin pulled fully upwards by means of the tee handle, such that the 2,5 mm safety pin is hard against the lower face of the top boom lug fitting, inspect the amount of plain portion of main pin shank protruding below the port bottom boom lug fitting (Wings imburdened). If difficulty in the inspection is encountered when the Motorglider is assembled due to poor access, the wings must be removed and port wing inspected. Certainly upon the following assembly the inspection must be made again (when necessary, by help of a mirror and a handlamp).  
Should no plain shank be visible protruding below the port bottom lug fitting, according to a), the aircraft shall not fly until the cause has been established, and rectified. For that, contact the manufacturer Fa. Scheibe Flugzeugbau.

b) Normally the main rigging pin has one safety pin hole. If more than one safety pin hole exists the aircraft must not be flown until the correct hole has been established, and the redundant hole made unusable (flush rivet)

If the inspection according to a), shows that the main rigging pin is not fully through the bottom lug fitting with the plain portion, the first thing is to check that, with the main rigging pin fully down, another safety pin hole could be made, so that the plain portion is through the bottom lug fitting. Another thing to check is that the female lug fittings has not been splayed through a wrong assembly. In case the fittings must be straightened and a new inspection according to a), must be made, contact Fa. Scheibe Flugzeugbau.

**Important notice:** Extreme care must be exercised when aligning the male/female lug fittings to ensure that female fittings are not splayed during mainplane rigging and derigging.  
Do not use force by bringing in the main rigging pin (for example by means of a hammer or similar), but carefully insert by hand with the wings imburdened.  
When there is doubt about the correct assembly, or any damage is determined which is likely to have a detrimental



effect upon the airworthiness of the aircraft, contact Fa. Scheibe Flugzeugbau.

Instruction 2:

On the serial-numbers of the sailplanes Bergfalke II, II-55, III and IV, the inspection of the main wing assembly, will be recorded in the Flight and Operation manual:

a) Bergfalke II

In the Flighthandbook (ed. December 1969), the pages 2, 3 and 5 must be replaced, in the Operationmanual the pages 2 and 7 replaced, and Page 0 added.

b) Bergfalke II-55

In the Operation instruction page 1 and 8 must be replaced and page 12 A added.

c) Bergfalke III

In the Flighthandbook (ed. march 1963), page 2, 3 and 5 must be replaced, in the operationmanual the pages 13 and 19 replaced, and page 27 added.

d) Bergfalke IV

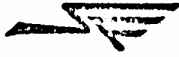
In the Flighthandbook (ed. September 1970) page 2, 3 and 6 must be replaced, in the operationmanual the page 1 replaced and page 0 added.

Remarks:

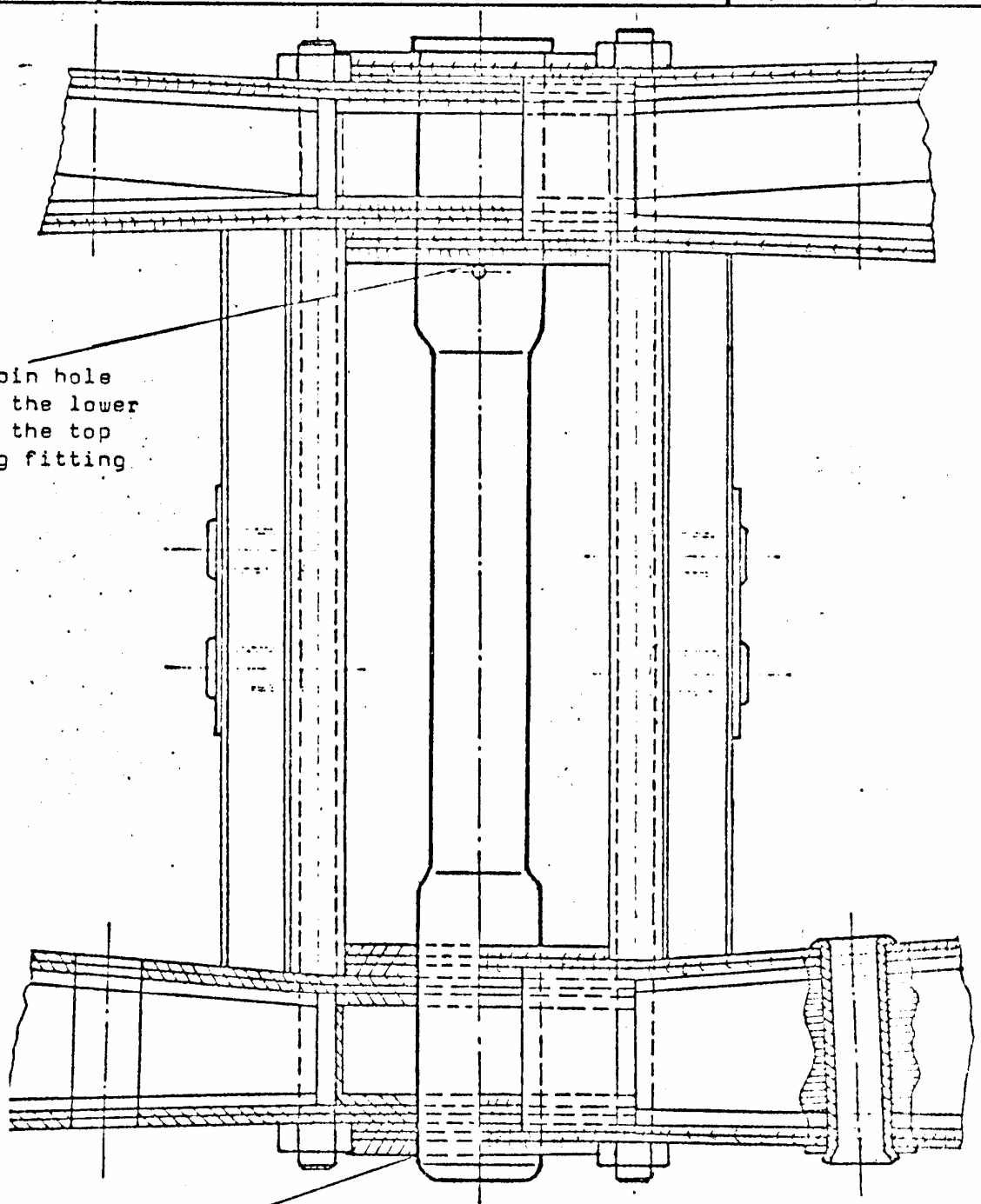
1. The above listed pages can be ordered from Fa. Scheibe Flugzeugbau GmbH, Postfach 1829, 8060 Dachau (tel. 08131-72063 or 4).  
Accomplishment of the Instructions can be performed by a skilled person.  
Accomplishment of the instructions is to be entered in the aircraft logbook by a licensed inspector.
2. The above listed handbookpages refer to the german Flight and Operation manuals.  
Same safety for the english speaking areas isobtained, when this Technical Note 104-17 is added to the respective Flight and Operation manual of the sailplanes.

SCHEIBE FLUGZEUGBAU GMBH  
Dachau, Aug. Pfaltz-Str.23

26. 10. 1984



Safety pin hole  
against the lower  
face of the top  
boom lug fitting



Plain portion of the main  
rigging pin must protude below  
port bottom boom lug fitting