

<b>KORFF + CO.KG</b> Luftfahrttechnischer Betrieb LBA II-A 189 Dieselstrasse 5 D-63128 Dietzenbach/GERMANY	<b>SERVICE  BULLETIN  SB-KOCO 05/818</b>	TAIFUN 17E
		AUSGABE 01 ISSUE

**Subject:** *Inspection and eventual replacement of central bolt of wing locking mechanism, inspection of telescopic rods*

**Affected:** *Motorglider model TAIFUN 17E, all S/N*

**Urgency:** *Action 1: Before next flight.  
Action 2: Before next flight.  
Action 3: Before next flight.  
Action 4: Latest 31.03.2001*

**Reason:** *Central bolt, Amendment "a" (hole 20 mm) was installed by manufacturer VALENTIN in some TAIFUN 17E. Cracks were found during an inspection of a TAIFUN 17E in England at one of this central bolts.*

*During inspection of central bolts by type supporter some central bolts mounted by manufacturer in wrong direction (narrow side of cone to the top) were found.*

**Action:**

- 1. Find out install direction of central bolt (wide side of cone has to be on the top !) Find out Amendment of central bolt by weight control according to Work-Instruction AW-KOCO-05/818.*
- 2. Visual inspection for cracks with magnifying glass (magnification 5 times) according to Work-Instruction AW-KOCO-05/818. Central bolts with cracks have to be replaced immediately !*
- 3. Inspection of telescopic rods and locking mechanism of telescopic rods for any damages, deformation and ease of action. Defect telescopic rods have to be repaired immediately otherwise central bolt or other parts of locking mechanism might be overstressed during locking.*
- 4. Replacement of central bolt, Amendment "a" by central bolt F1-1373-drawing dated 24.11.1982, latest 31.03.2001 according to Work-Instruction AW-KOCO-05/818.*

**Weight and Balance:**

*Is to neglect.*

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**Material:** *Central bolt F1-1373 drawing dated 24.11.1982, if not already installed.*

**Associated Documents:** - *Work-Instruction AW-KOCO-05/818*  
- *Drawing F1-1373 "Zentralbolzen Fertigteil"*

**Accomplishment and log entry:**

Action 1-4 described in this Service Bulletin are to be accomplished by an authorised mechanic and to be entered in the aircrafts log book by a licensed inspector.  
**Repair of telescopic rods can only be done and certified by KORFF + CO.KG.**

**Remarks:**

*We point out that according to inspection report written down in "Instructions for Continued Airworthiness TAIFUN 17E" paragraph 3.15.3 item 7. "Fittings and parts of wing attachment linkage and folding mechanism" have to be checked "for cracks, damage and function" during 25-, 50- and 100-hrs.-Inspection.*

*Central bolt F1-1373 drawing dated 24.11.1982 can be supported by type supporter:*

**KORFF + CO.KG**  
**Unternehmensbereich Luftfahrt**  
**Dieselstrasse 5**  
**D-63128 Dietzenbach**

**Tel/Fax.: +49 6074/4006-33**

*This Service Bulletin was sent to every last holder of the affected S/Ns known to the type supporter. If ownership has changed return this paper and – if possible – notification of his name and address are requested.*

Dietzenbach, den 06.11.2000

*Manager Airworthiness/Certification*

*LBA approved*

KORFF + Co.KG

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## 0.1 Contents

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1. Dismounting of central bolt F1-1373
2. Finding out Amendment by weight control
3. Inspection of central bolt for cracks
4. Inspection of telescopic rods and locking mechanism of telescopic rods
5. Installation of central bolt F1-1373
6. Inspection of mounting
7. Documentation

This installation instruction gives advise for the Inspection and eventual replacement of central bolt of wing locking mechanism and inspection of telescopic rods in accordance with Service Bulletin SB-KOCO 05/818.

### **Some general notes on attention:**

- *Use only clean bolts and nuts, check threads for damage, in case of doubt use new parts.*
- *Self-locking nuts once loosened have to be replaced.*
- *Note the indicated torque's. If torques are not indicated: Torque's according to DIN.*

### 1. **Dismounting of central bolt F1-1373**

- Derig motorglider according to Flight Manual chapter 7.
- Remove covers of baggage fig. 1 compartment and rear part of consol fig. 2 (4 self-tapping screws).

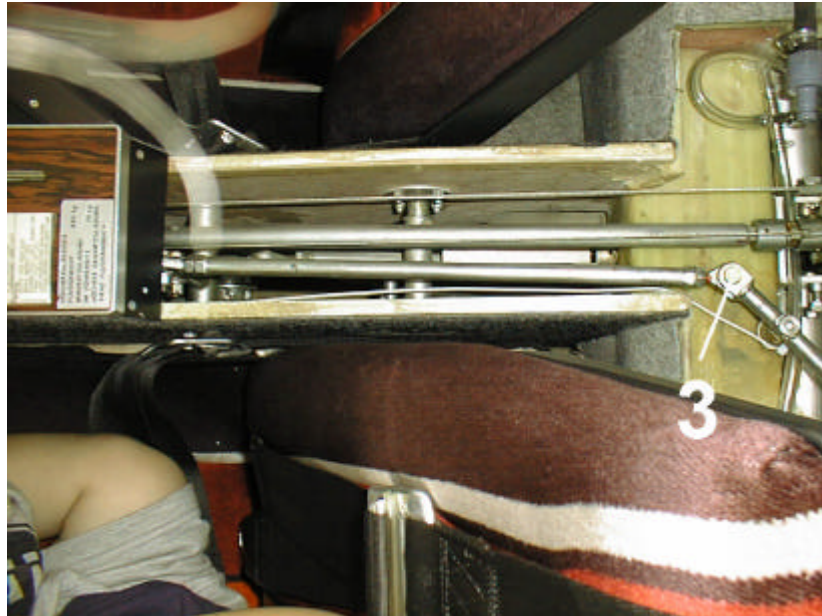


Picture 1

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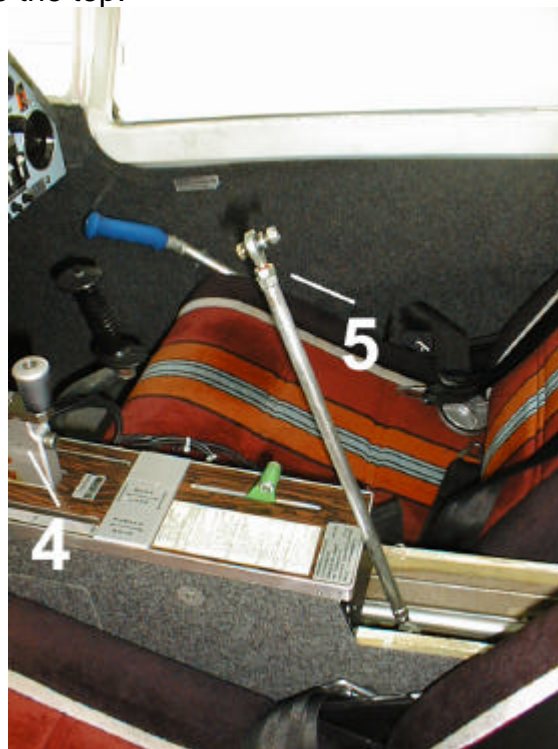
<b>KORFF + CO.KG</b> Luftfahrttechnischer Betrieb LBA II-A 189 Dieselstrasse 5 D-63128 Dietzenbach/GERMANY	<b>WORK- INSTRUCTION</b> <b>AW-KOCO 05/818</b>	TAIFUN 17E
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- Remove connection of gear door actuation fig. 3.



Picture 1

- Pull crank handle of gear door actuation fig. 4 backwards and move pushrod fig. 5 to the top.

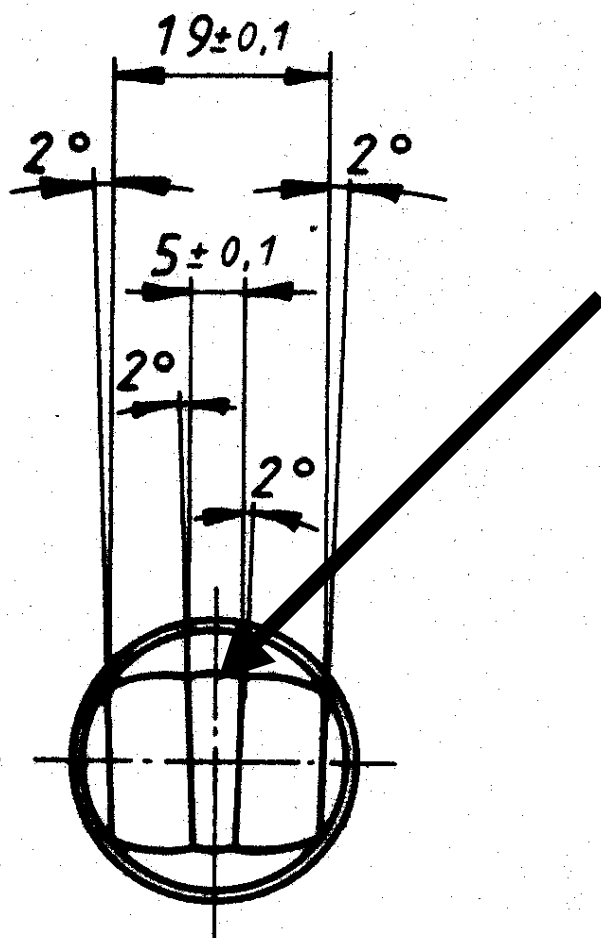


Picture 2

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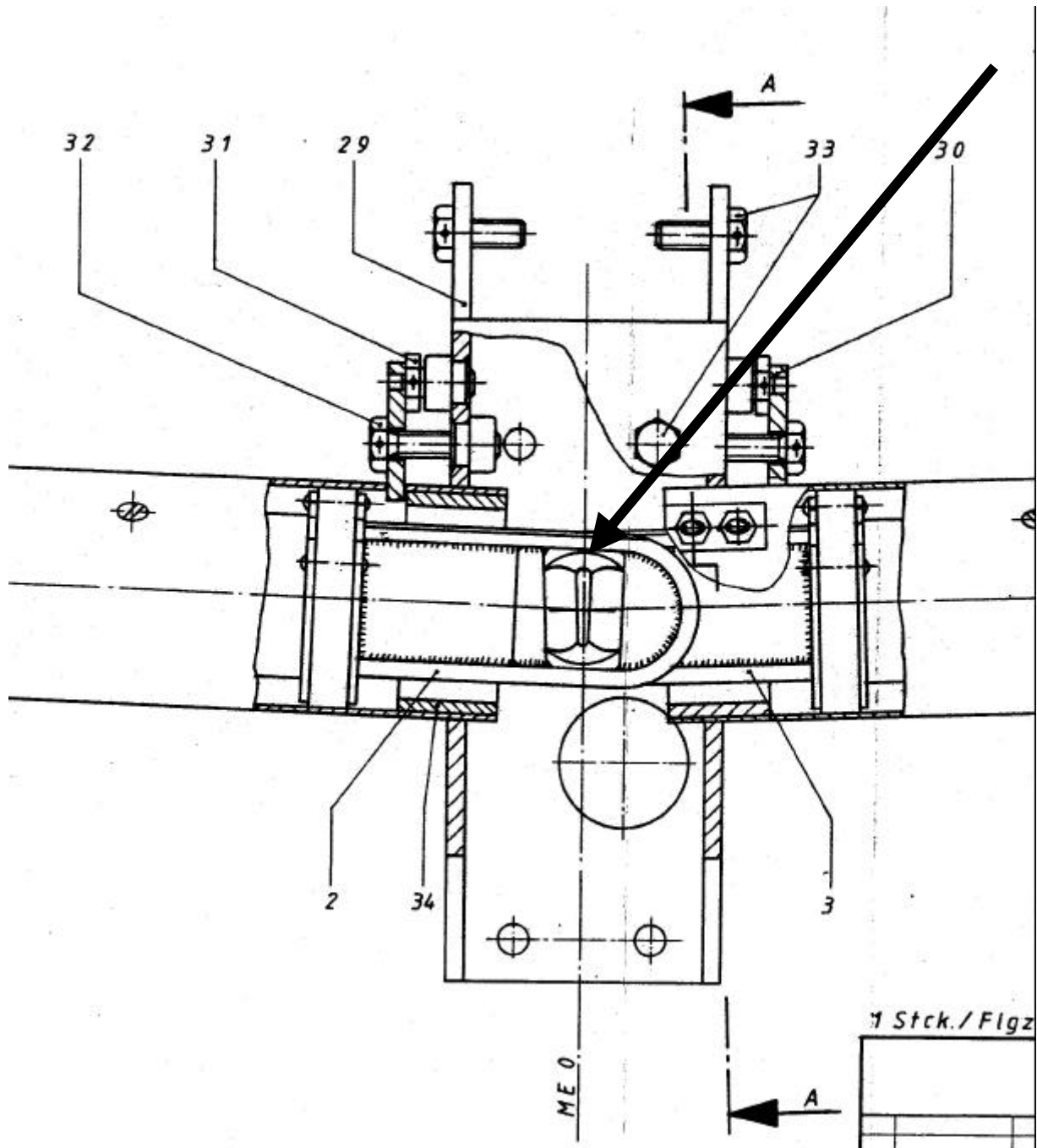
- Find out install direction of central bolt according to part of drawing F1-1319 "Zentralbolzen" (Front view) and part 1 of drawing F1-1343 "Flügelverriegelung".

Wide side of cone (5 mm +/- 0,1) - see arrow - has to be mounted to the **top**.



Part of drawing F1-1319 "Zentralbolzen" (Front view)  
**Attention: Part of drawing not in scale !!!**

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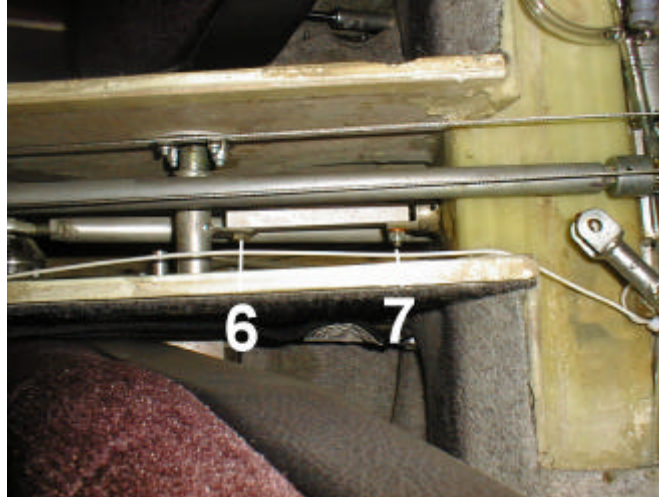


Part 1 of drawing F1-1343 "Flügelverriegelung".  
**Attention: Part of drawing not in scale !!!**

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- Remove front (fig. 6) and rear (fig. 7) mounting of central bolt, take out actuating rod.



Picture 3

- Move brake flaps lever a little if necessary and take central bolt out to the front.

## 2. Finding out Amendment by weight control

- Clean up central bolt and weigh including fork and rivet.



Picture 4

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- Central bolts with a weight of approx. 280 g refer to Amendment "a". These bolts have to be checked for cracks according to chapter 3. Bolts without cracks can be reinstalled but have to be replaced latest 31.03.2000 by a central bolt F1-1373 referring to drawing dated 24.11.82 !

(Please order required part with attached form from the type supporter.)

*We point out that according to inspection report written down in "Instructions for Continued Airworthiness TAIFUN 17E" paragraph 3.15.3 item 7. "Fittings and parts of wing attachment linkage and folding mechanism" have to be checked "for cracks, damage and function" during 25-, 50- and 100-hrs.-Inspection.*

- Central bolts with a weight of approx. 320 g referring to drawing dated 24.11.1982.

These bolts have to be checked for cracks according to chapter 3. Bolts without cracks can be reinstalled.

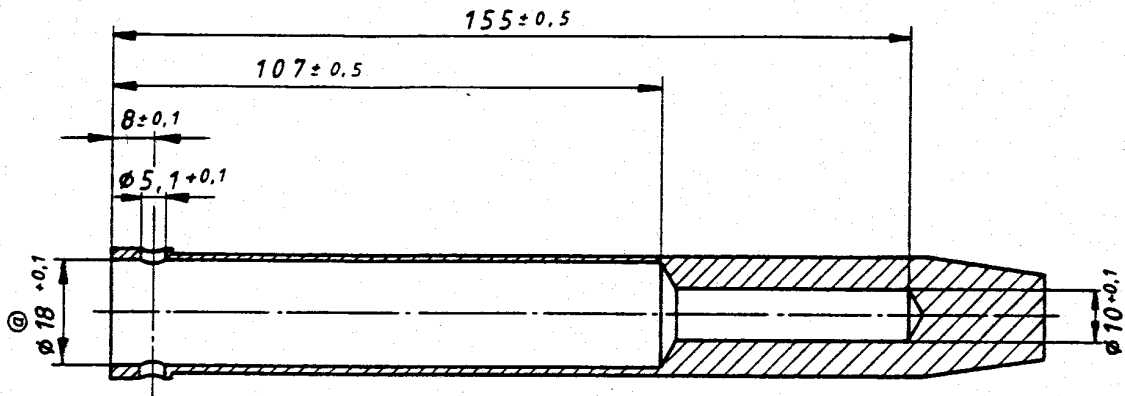
*We point out that according to inspection report written down in "Instructions for Continued Airworthiness TAIFUN 17E" paragraph 3.15.3 item 7. "Fittings and parts of wing attachment linkage and folding mechanism" have to be checked "for cracks, damage and function" during 25-, 50- and 100-hrs.-Inspection.*

### 3. Inspection of central bolt for cracks

- Visual inspection of cylindrical, hollow part of central bolt for cracks with magnifying glass (magnification 5 times) , see part of drawing F1-1373 "Zentralbolzen Fertigteil"
- Central bolts with cracks have to be replaced immediately !
- Central bolts referring to Amendment "a" without cracks have to be replaced by central bolt referring to drawing dated 24.11.82 latest 31.03.2001.

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Part of drawing F1-1373 "Zentralbolzen Fertigteil"

**Attention: Part of drawing not in scale !!!**

#### 4. Inspection of telescopic rods and locking mechanism of telescopic rods

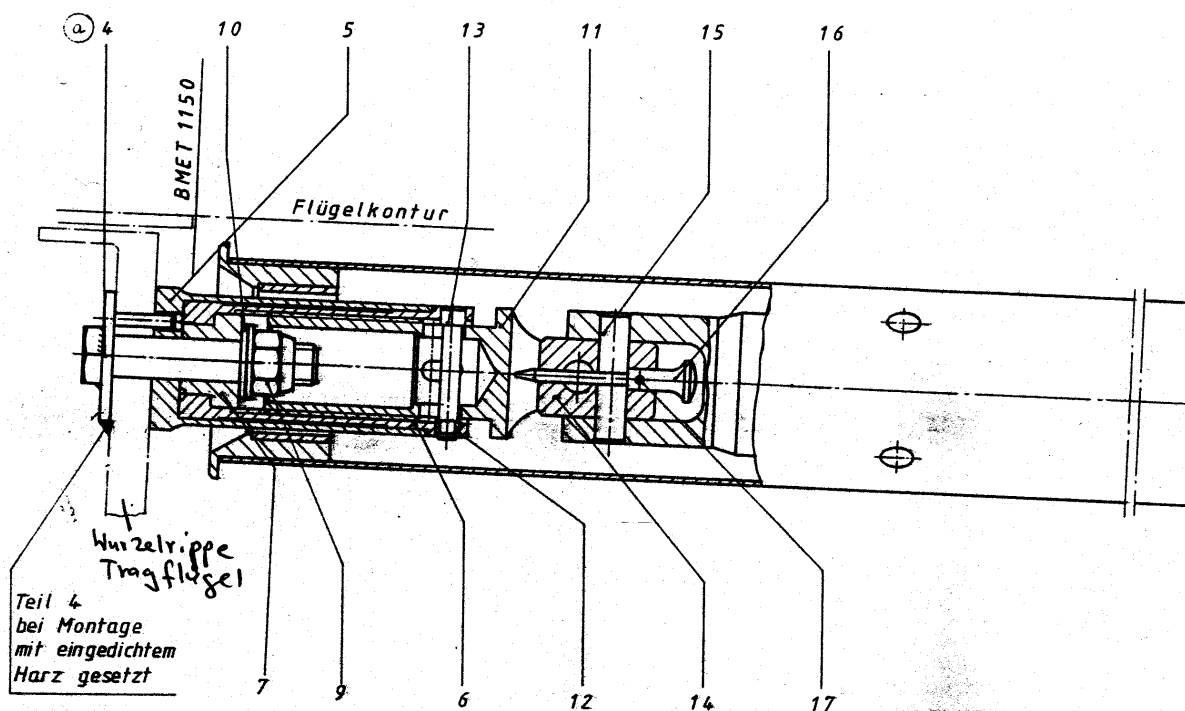
- Clean up both ends of locking mechanism (fig. 2 and 3 of part 2 of drawing F1-1343 "Flügelverriegelung") and inspect flanks by endoscope for cracks or deformation caused by probably wrong installation direction of central bolt.

- Clean up telescopic rods and check ease of action over full movable range. Defect e.g. deformed telescopic rods have to be repaired immediately otherwise central bolt or other parts of locking mechanism might be overstressed during locking.

***Repair of telescopic rods can only be done and certified by KORFF + CO.KG.***

- Visual inspection of connection of telescopic rods to the wings and to the GRP of both wing root ribs for cracks with magnifying glass (magnification 5 times) , see part 2 of drawing F1-1343 "Flügelverriegelung".

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Part 2 of drawing F1-1343 "Flügelverriegelung"

**Attention: Part of drawing not in scale !!!**

We point out that according to inspection report written down in "Instructions for Continued Airworthiness TAIFUN 17E" paragraph 3.15.3 item 7. "Fittings and parts of wing attachment linkage and folding mechanism" have to be checked "for cracks, damage and function" during 25-, 50- and 100-hrs.-Inspection.

## 5. Installation of central bolt F1-1373

Installation is done in reverse order of the dismantling described in chapter 1.

Use caution to install the bolt with the wide side of the cone to the top - see Part 1 of drawing F1-1343 "Flügelverriegelung" and Part of drawing F1-1319 "Zentralbolzen" (Front view).

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## 6. Inspection of mounting

- Check up correct installation direction of central bolt (wide side of cone to the top).
- Check up all connections for proper seat and tightness.
- Check up function of central bolt locking mechanism.
- Foreign body inspection.

## 7. Documentation

The following documents and instructions are required:

- SB-KOCO 05/818 "Inspection and eventual replacement of central bolt of wing locking mechanism, inspection of telescopic rods"
- Work Instruction AW-KOCO 05/818

Actions described in this Service Bulletin are to be accomplished by an authorised mechanic and to be entered in the aircrafts log book by a licensed inspector.

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**Attachment 1 for AW-KOCO 05/818**

**KORFF + CO.KG  
Unternehmensbereich Luftfahrt  
Dieselstrasse 5  
D-63128 Dietzenbach  
GERMANY**

**Tel/Fax.: +49-6074-4006-33**

**TAIFUN 17E:**

**Registration:** ..... **Serial-No.:** .....

**Total time airframe:** ..... **Landings:** .....

**During inspection for SB-KOCO 05/818 according to AW-KOCO 05/818 following installation by the manufacturer was found:**

- Central bolt referring to Amendment "a" (ca. 280 g)**
- Central bolt referring to drawing 24.11.1982 (ca. 320 g)**

**Install direction:**

- Correct install direction (wide side of cone to the top)**
- Incorrect install direction (narrow side of cone to the top)**

**Cracks:**

- yes**
- no**

**Material required:**

- We need central bolt F1-1373 referring to drawing dated 24.11.1982**

**Address for delivery and invoice:**

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**Date**

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**sign**