

NIMBUS 3D/3Dt BGA MAINTENANCE SHEET

DISCLAIMER

The Nimbus 3s had several changes during production and there may be discrepancies from what is said here. Much of this data will also apply to the Nimbus 3 single seater. A separate Maintenance sheet will be issued to cover Turbo engines.

MAINTENANCE MANUAL

Do read the Manual, it has much useful information and also specifies several annual maintenance checks, which must be included as part of the SDMP. For example :-

Check the Flap/Aileron gap.

Check that the ballast dump valves open the same amount each side to dump water at the same rate.

With the airbrakes fully open the inboard flaps go down to give a very useful amount of extra drag. Check that it takes at least 30kg to raise each flap, lifting at the inboard trailing edge. If not the gas struts in the airbrake boxes need replacing. These gas struts hold the flaps down below about 85 knots but allow them to go up at high speed to prevent damage to the flaps or wings. If the gas struts are too weak the flaps may come up during an approach. If they are seized major damage may be done if the brakes are used at high speed.

If lowering flap (while flying) requires excessive force the gas strut behind the rear seat needs to be re-gassed to 200N or replaced.

AIRWORTHINESS DIRECTIVES & AMP; BGA ADVISORIES

Currently there are very few recurring AD's or BGA advisories.

BGA TNS1-2023 (inspection of Tailplane 'U'-Bracket for cracking) does not currently apply to this model but is an identical component to those Schempp gliders to which it does apply. It is therefore strongly recommended to carry out this simple visual inspection at each annual.

NOSE RELEASE

The nose release is extremely hard to access and is mounted inverted and therefore very hard to inspect or lubricate. Use a hypodermic, small inspection mirror and strong lighting. Full access is only possible by complete removal of the front instrument panel.

CG RELEASE

Access to the CG release is by removal of a glass-fibre cover below the rear seat. This is held in place by 'PK' screws that aren't really secure enough. It is recommended to apply a bead of Acrylic 'Decorators Sealant' as well. This is easy to remove and clean up at each annual.

WHEEL REMOVAL

Photograph both sides before disassembly to show washers and spacers positions - vital for re-assembly.

Removal of the wheel requires removal of the left u/c door, to enable withdrawal of the axle.

Ensure that the screws attaching the hinges to the door and/or fuselage are kept free of corrosion. Use Cad plated or Stainless screws in preference and apply a small amount of grease when inserting. If the axle is hard to re-align at re-assembly consider slight rounding or beveling one end it to ease entry..

TURBO VERSION FUEL LINES

The 'SOLO' engine 5 year inspection recommends replacement of the engine fuel hoses. However on the Nimbus 3Dt, there are other fuel lines not covered by this inspection that can deteriorate over time – the fuel tank rear cockpit 'Sight Level' in particular is exposed to sunlight which degrades it and also makes it hard to see the fuel level in it. It is recommended to annually check for deterioration and replace tubing as necessary.

FLAP & UNDERCARRIAGE LOCK CONDITION

There have been cases where flap or undercarriage levers have popped out of the slot holding them down. This has resulting in a tree landing in 2022 and a wheel-up grounding during takeoff in 2025. Rather than join this category of pilot check the slot or lever have not been rounded or tapered by wear. They should be all 90 degree surface contacts and have NO tendency to move out of the detent selected. Check the flap lever has at least 3N into-slot force at its top. Consider a spring tab micro switch on the u/c lever to tell you if is not all the way outboard in its slot - in the 3D you can also push a tent peg shape into the tube holding the lever to lock it.

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