



AIRWORTHINESS ADVICE NOTICE

TYPE AFFECTED: LS 3, LS3a and LS 3-17.

SUBJECT: Miscellaneous airworthiness information.

BACKGROUND: This AN records airworthiness information which is useful to know.

Copies of the Technical notes mentioned may be obtained from the GFA Secretariat.

This issue of the AN adds an alert to the possibility of a defect arising from using the wrong static vents. See page 2.

APPROVED MODIFICATIONS:

1. WATER BALLAST BAGS. Rolladen Schneider Technical Bulletin 3006 describes the optional installation of American made water ballast bags.
2. FLAP HANDLE DETENTS AT 0° AND 5°. Rolladen Schneider Technical Bulletin 3010 describes the option installation of new flap detents.
3. LATE MODEL TRIM SYSTEM. Rolladen Schneider Technical Bulletin 3016 outlines the optional installation of a late model trim system in LS 3a and LS 3-17 sailplanes manufactured before 15.1.1980. This involves a trim lever in the control column and a trim position indicator on the left hand cockpit wall.
4. AILERON RIGGING. Rolladen Schneider Technical Bulletin 3032 outlines the procedures to rig the aileron control system to remove any rolling tendency which may be present due to continued curing of the resin causing warping.
5. UNDERCARRIAGE MODIFICATION. Rolladen Schneider Technical Bulletin 3035 describes the optional installation of a third rubber element in the undercarriage to increase the stiffness for the undercarriage by 50%.

SIGNED:

CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

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6. MOVABLE INSTRUMENT PANEL. Rolladen Schneider Technical Bulletin 3039 outlines the optional installation of a movable portion of the instrument panel which is attached to the canopy.

7. LATE MODEL TAILPLANE LOCKING MECHANISM. Rolladen Schneider Technical Bulletin 3041 outlines the installation of the later style of tailplane locking mechanism utilising a spring loaded ratchet to replace the locking spring.

POSSIBLE DEFECT:

1. Page 8.1 of the maintenance manual for the LS-3a contains information on the positions of the static vents. Two sets of vents are shown, one set on the front fuselage, the other set on the rear fuselage boom.

It has been discovered on one LS-3a that the front fuselage vents had been covered over during the process of re-gelcoating the glider. The ASI system had been connected using the rear fuselage static vents, which were clear.

Clarification was sought from the factory on the use of the static vents. The factory confirmed that the correct static vents for the ASI are the front vents. The rear fuselage vents are intended for use with electronic variometers and they should not be used for the ASI.

It is recommended that the following checks be carried out as soon as practicable;

- (a) All static vents are clear and have not been painted or gelcoated over.
- (b) The correct static source (front vents) are in use for the ASI.

2. There have been defect reports received both here and overseas relating to canopy support structure failures in LS1, LS3 and LS4 type sailplanes.

The canopy when extended is supported on a structure which is subjected to in service fatigue loads caused by opening in windy conditions and tow-out with canopy unlocked (causing bouncing on the strut).

The fatigue accumulates and can result in failure of the lower 25 x 25 mm square (fore and aft) structure anchored to the floor. This tube is thin walled (<1 mm) and generally fails towards the rear end of the central tube. Refer photos.



Repair welding work requires the four floor mounting points to be jugged to ensure the geometry is maintained and the part fits back in place. The repair should be carried out in accordance with an engineering order or approved data equivalent.

It is highly recommended that the area be inspected for defects or cracking at every Daily Inspection.