

# THE GLIDING FEDERATION OF AUSTRALIA

BUILDING 130, WIRRAWAY ROAD, ESSENDON AIRPORT, VICTORIA 3041.

AIRWORTHINESS DIRECTIVE  
GLIDER/POWERED SAILPLANE

GFA/AD 244

ROLLADEN SCHNEIDER 22

Issue 1,

5.10.1982

Sheet 1 of 1

**CANCELLED 3-10-2018**  
**REFER TYPE CERTIFICATE HOLDERS WEBSITE**

TYPE AFFECTED: LS3-17 (All serial Nos).

SUBJECT: Amendment of Maintenance Manual.

BACKGROUND: Manufacturers Technical Bulletin No. 3031 provides Maintenance Manual amendments.

REQUIREMENTS: Exchange or add pages 0-2, 3-2, 4-3, 5-1, 12-1, 13-6, dated 1st October 1982. (Pages attached)

COMPLIANCE: The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to Air Navigation Regulations under the delegated authority from the Secretary of the Department of Aviation.

M.P. BURNS.  
CHIEF TECHNICAL OFFICER AIRWORTHINESS  
GLIDING FEDERATION OF AUSTRALIA

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Erstellt:	30. 08. 82	Heuck	Geprüft:	1. 9. 82	Wapla
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# LUBRICATION SCHEDULE

Location	Frequency	Lubricant
1. Pins and matching holes of automatic couplings of flaps divebrakes 17m outer wing panels 15m tips elevator Main pins and matching holes. Ball snap joints of ailerons.	Before assembly	Water insoluble bearing grease or Grease containing Molybdenum
2. Landing gear, all joints and at rubber bearings	Once a year	Oil
3. Landing gear, all metal parts	Once a year	Spray oil
4. Bearings on flaps auto- matic couplings	Once a year	Water insoluble bearing grease or Grease containing Molybdenum
5. Dive brake's bevel gear	Once a year	
6. Tow release	See Maintenance	Spray oil
7. FAG-7H safety harness multiple-point buckle	Instructions of Manufacturer	G 353- Aero Shell Grease 17

Erstellt:

30. 08. 82

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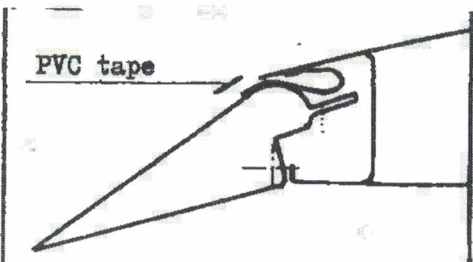
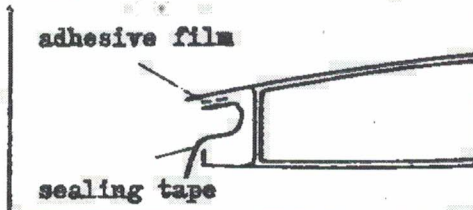
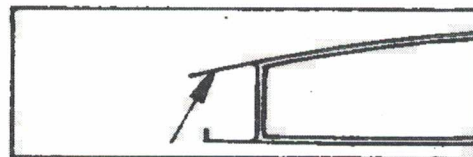
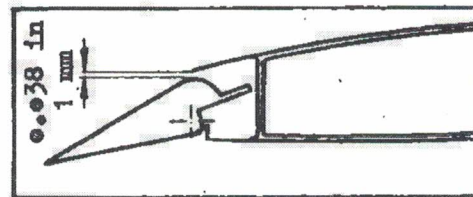
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## INSTALLATION OF INTERNAL SEALS FOR AILERONS AND FLAPS

The following items are necessary: 2 supports for horizontal wing position  
2 supports for vertical wing position  
Plain surface of 3.80 x 0.30 m (12.5 x 1.0 ft)  
for control surfaces.

1. Gap between wing and control surface upper side must be at least 1 mm (0.038 in) wide in all positions. Enlarge smaller gap on wingside only using sanding paper grade 60 glued to 0.5 mm (0.020 in) thick sheet metal.
2. Mark rear edge of wing on upper side of control surface using soft pencil, when fully deflected downward. Take control surface off with two persons.
3. Roughen gluing area on inside upper rear wing edge using sanding paper grade 60. Round sharp edge slightly (sanding paper grade 180) and blow off dust.
4. Clean gluing area at rear inner edge and on sealing tape with lead-free petrol. Lay sealing tape on table and stick adhesive film edge flush to sealing tape edge.
5. Mark rear gluing edge inside rear wing edge as follows: 4 mm (0.157 in) forward of rear edge from tip to 1 m (3.28 ft) outside root rib, from there increase distance continuously to 10 mm (0.394 in) at root rib.
6. Pull masking tape off prepared sealing tape and glue to inside rear wing edge along marked line. Press gluing temporarily.
7. Clean leading edge of control surface behind marked rear edge of wing with acetone, and second side of sealing tape.
8. Stick adhesive film to leading edge of control surface flush behind marking line.
9. Mount control surface to wing and extend fully downward. Pull sealing tape out of gap, pull masking tape off and lay sealing tape on adhesive film avoiding bracing or lateral displacement. Press adhesive film area temporarily using roller.
10. Cut surplus sealing tape along rear edge of adhesive film using sharp knife and straight edge.
11. Mask rear edge of sealing tape with white PVC tape to avoid warping.



COMPONENTS LIFE / TBO

1. C.G. release Tost Europa G73 : 36 months or 2000 starts )<sup>+</sup>  
or Tost Europa G72
2. Nose release Tost E75 : 36 months or 2000 starts )<sup>+</sup>  
or Tost E72
3. Safety harness Autoflug FAG-7H : 10 years from manufacturing date. )<sup>+</sup>  
(Before 1980 manufactured safety  
harnesses only 7 years)

)<sup>+</sup> See also Maintenance and Operating Instructions of manufacturers.



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#### MINIMUM EQUIPMENT

1. Airspeed Indicator      Scale from 50 to 300 km/h (27-162 kts, 31-186 mph)

##### Colour markings:

red radial	250 km/h	135 kts	155 mph	{ and placard saying VNE up to }	9800 ft 19700 ft 32800 ft
red radial	234 km/h	126 kts	145 mph		
red radial	203 km/h	110 kts	126 mph		
red radial	162 km/h	87 kts	101 mph		
yellow arc	160-250 km/h	86-135 kts	99-155 mph		
green arc	85-160 km/h	46-86 kts	53-99 mph		
white arc	85-160 km/h	46-86 kts	53-99 mph		
yellow triangle	90 km/h	49 kts	56 mph		

2. Altimeter in ft.  
3. Magnetic compass.  
4. Four piece seat belt harness.  
5. Seat cushion or parachute in compressed form should not be thinner than 80-100 mm (3-4 in).  
6. Checklist, Type placard, Weight and Balance plan and operating placards.  
7. LS3-17 Flight Manual.

##### In addition for CLOUD FLYING:

1. Turn and Bank Indicator or artificial horizon.  
2. Variometer.

NOTE: The required minimum equipment must be certified for use in sailplanes.

#### INSTRUMENTATION

Required installed instruments approved during initial type certification:

Name	Maker	Type	TSO-Standard
Airspeed Indicator	Winter	6FMS4-2	TSO C-2b
Altimeter	Winter	4FGH 10	TSO-10b including AS 392C
Magnetic Compass	Airpath	G 2300	TSO C-7c

#### MASTER EQUIPMENT LIST (Instruments)

##### Basic Equipment Instruments

1. Approved Airspeed Indicators

Original certification was carried out using a Winter 6FMS4-2 airspeed indicator with a range of 30 to 300 km/h, maximum permissible error  $\pm 2\%$ .

Any FAA approved airspeed indicator for use in aircraft with an effective range of 300 km/h (162 kts, 186 mph) may be used, max. permissible error  $\pm 2\%$ .

Colour coding must be as follows:

red radial	250 km/h	135 kts	155 mph	{ and placard saying VNE up to }	9800 ft 19700 ft 32800 ft
red radial	234 km/h	126 kts	145 mph		
red radial	203 km/h	110 kts	126 mph		
red radial	162 km/h	87 kts	101 mph		
yellow arc	160-250 km/h	86-135 kts	99-155 mph		
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yellow triangle	90 km/h	49 kts	56 mph		

Recommendations to maintenance and care of gelcoat surfaces

according to paint manufacturer Lesonal's note dated 7.7.81

Suitable: Water with washing-up liquid added in recommended quantities, car polish with or without silicone.

Suitable with reservations: Tar remover based on petrol for cars. Alcohol, like spirit or isopropyl alcohol. Reservations are, that these liquids should only be used for wiping off, not for soaking with rags !

Unsuitable: Strong solvents and thinners, they may decompose gelcoat and cause local shrinking.

Completely unsuitable: Trichloroethylene, carbon tetrachloride or similar hydrocarbon chlorides. These liquids destroy the gelcoat.

Other mediums must be checked for suitability by Lesonal before use !

Warning : Sanded gelcoat shows distinctive weathering marks due to changes of temperature, ultra violet radiation and humidity unless regularly polished with hardwax.