



THE GLIDING FEDERATION OF AUSTRALIA

GFA AD 446
(ISSUE 1)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: LS 3, LS 3a, LS 3-17, LS 4, LS 4a

SUBJECT: Correct Safety Locking of the landing gear drive.

BACKGROUND: The undercarriage may collapse if the locking nuts on the undercarriage retraction mechanism are not correctly torqued.

GFA AD 233 contains the procedures for checking the correct adjustment of LS 1f, LS 3 Series and LS 4 Series undercarriages.

DOCUMENTATION: Rolladen Schneider Technical Bulletin 3045/4036 which forms part of this AD.

ACTION REQUIRED: Before next flight and each time the undercarriage is dismantled the locking nuts A and B in the figure in Technical Note 3045/4036 must be checked for correct torque and secured using Loctite of medium strength (removable) or an equivalent product. The correct torque values are shown in the Technical Note.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: The requirements of this AD may be completed by persons rated "Replacement of Components Any Type".

COMPLIANCE: The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.

SIGNED:


CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA

ROLLADEN-SCHNEIDER Flugzeugbau GmbH LBA-Nr. EB - 4	Technical Bulletin No. 3045 / 4036	all LS3 LS4 LS4-a	Page 1/2
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SUBJECT : Landing gear drive

EFFECTIVITY : Sailplane model LS3, all versions (LS3, LS3-a and LS3-17)
sailplane model LS4, versions LS4 and LS4-a

ACCOMPLISHMENT : Immediately and each time after working at the landing gear,
especially when readjusting effective leverage during exchange
of the gas strut in the drive.

REASON : Landing gear locking failed due to improper locking of nuts.

MATERIAL and : Check locking of nuts in the landing gear drive:
INSTRUCTIONS : A) Thread M10, Width over flats 19 mm,
torque 45 Nm (33 lb*ft)
B) Thread M8, width over flats 17 mm,
torque 25 Nm (18 lb*ft)
Additional safety by applying thread securing fluid (for
example: Loctite)

WEIGHT AND :
BALANCE : Not affected

REMARKS : Inspection by Operator.
Accomplishment must be checked by inspector at next annual
inspection and signed in logbook, for LS4 models also in
Maintenance Manual page 14-2 (for USA: Instructions for
Continued Airworthiness page 6-2), TB-AD-Accomplishment
Checklist.

LBA-approved :



U. Popp
20. Juli 1993

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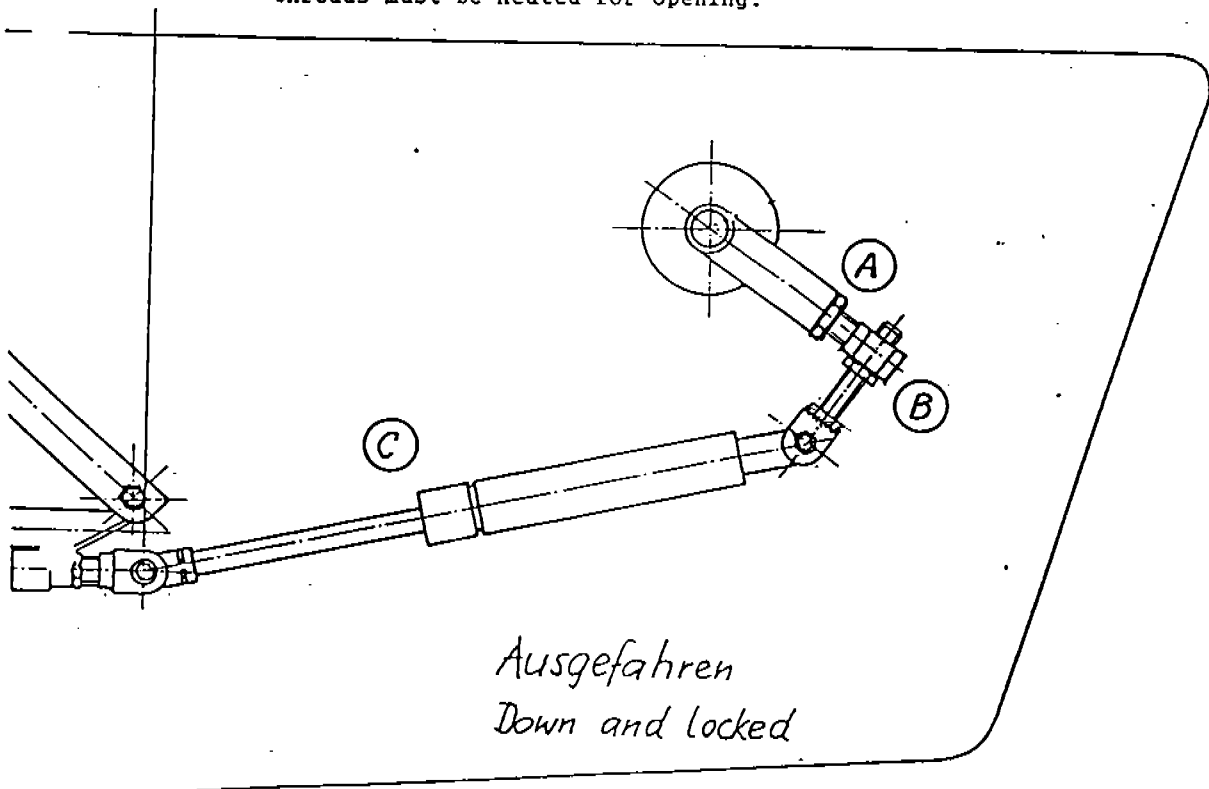
Zeichnung des Fahrwerksantriebs auf der linken Seite des Fahrwerkskastens, Einstellungen bei A und B, nach Ausbau des Gepäckraumbodens zugänglich. Bei Einbau einer neuen Gasfeder C ist zu überprüfen, ob diese beim Verriegeln des Fahrwerks zwischen 5 - 8 mm zusammengeschoben wird, damit die Gasfederkraft als Vorspannung für die Verriegelung wirkt.

Drawing of landing gear drive at the left side of the landing gear box, adjustments at A and B, accessible after removal of the baggage compartment cover. When fitting a new gas strut C the following must be checked: During locking the gas strut must be compressed by about 5 to 8 mm (0.2 to 0.3 in) to ensure total strut force acting as preset load for locking.

- <A> Stellschraube mit Mutter, Gewinde M10
adjuster with nut, M10 thread
- Stellschraube mit Gabel, Gewinde M8
adjuster with fork, M8 thread

Zusätzliche Sicherung durch Angabe von flüssiger Gewindesicherung (z.B. Loctite). Bei späteren Einstellungen müssen derart gesicherte Gewinde erwärmt werden um sie lösen zu können.

Additional safety by applying thread securing fluid (for example: Loctite). For later adjustments, these secured threads must be heated for opening.



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