THE GLIDING FEDERATION OF AUSTRALIA

GFA AD 513
(ISSUE 2)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED:	LS-6, all models, all serial numbers
SUBJECT:	Obstruction of emergency canopy jettison.
BACKGROUND:	This AD supersedes Issue 1 of AD 513, requiring a deflector on the upper instrument panel edge to avoid possible jamming of the instrument panel after actuation of the canopy emergency jettison system.
DOCUMENTATION:	Luftfahrt-Bundesamt (LBA) Airworthiness Directive No 1999-266/2 and Rolladen-Schneider Technical Bulletin No 6036/2 form part of this AD.
ACTION REQUIRED:	Carry out actions described in TB 6036/2.
WEIGHT AND BALANCE:	Not affected.
IMPLEMENTATION:	Before further flight.
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: GFA STOA

CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION OF AUSTRALIA

Airworthiness Directive 1999-266/2

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Rolladen-Schneider

Effective Date: March 15, 2001

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Rolladen-Schneider, Egelsbach, Germany
Type:	LS 6
Models affected:	All
Serial numbers affected:	All
	Note:
	Please consider notes in the Technical Bulletin
German Type Certificate No.:	357

Subject:
Obstruction of emergency canopy jettison and avoidance of possible injuries

Reason / Action:
A deflector on the upper instrument panel edge avoids possible jamming of the instrument panel between the canopy mounted panel cover after actuation of the canopy emergency jettison. Install an edge protector on the deflector, if not already has been done.
The actions must be done in accordance with the instructions given in the Technical Bulletin.

Compliance:
Before the next flight.

Technical publication of the manufacturer:
Rolladen-Schneider Technical Bulletin No. 6036/2 dated February 12, 2001 which becomes herewith part of this AD and may be obtained from Messrs.:

Rolladen-Schneider
Flugzeugbau GmbH
Mühlstrasse 10

D- 63329 Egelsbach
Federal Republic of Germany
Phone: ++ 49 6103 204126
Fax: ++ 49 6103 45526

Accomplisishment and log book entry:
Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

Note:
This AD supersedes the AD-No. 1999-266 dated July 06, 1999..

Holders of affected aircraft registered in Germany have to observe the following:
As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

Instructions about Available Legal Remedies:
An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.

Enquiries regarding this Airworthiness Directive should be referred to Mr.Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

Subject: Obstruction of emergency canopy jettison and avoidance of possible injuries

Effectivity: **All LS6 models.**
(Versions LS6, LS6-a, LS6-b, LS6-c, LS6-c18, LS6-18w)

a) Serial numbers affected, as far as equipped with 40 cm (15.75 in) wide instrument panels during production, see page 2.
b) Further serial numbers may be affected due to modification to this panel version.
c) The 27 cm (10.6 in) wide panel version may be affected due to lateral extensions.

Accomplishment: Before next flight

Reason: A deflector on the upper instrument panel edge avoids possible jamming of the instrument panel between the canopy mounted panel cover after actuation of the canopy emergency jettison.

When the plane is already equipped with a reflector according to TB 6036, this should be shortened by 10 mm (0.4 in) and be covered with an edge protector. Details and view see working instruction.

Material and Instructions:

1. Rivet **deflector with edge protector** according to drawing 3R7-73a to upper instrument panel edge for above mentioned cases using 3 blind rivets 4mm ∅ and washers.
2. Fix placard **"Minimum Cockpit Load"** to under side of this deflector.
3. Nuts and bolts protruding from the instrument panel cover underside (for instance due to compass fittings) should be covered by a deflector according to drawing 4R7-74.
4. Lateral instrument panel extensions may require further measures depending on case or removal of extensions.
5. In any case of doubt, a jettison test should be performed together with a helper, as outlined on page 2.

Weight and Balance: Not affected.

Remarks: Technical Bulletin may be performed by owner, operator or national authority approved repair station.

Accomplishment must be entered into TB-AD-Accomplishment List in Maintenance Manual and signed by inspector.

LBA-approved:

LUFTFAHRT-BUNDESAMT 10 BRAUNSCHWEIG

13. 03. 01

Erstellt: 12. Feb. 2001 Geprüft:

This page is not altered compared to TB 6036

Inspection of Canopy Emergency Jettisson

a) Remove spring of rear canopy temporary hinge at rear canopy end after checking force required to lift canopy out of temporary hinge. **Reference value between 8 and 15 kg (17.6 to 33 lbs)**. When force is below reference, spring must be adjusted before re-assembly. (Required tool: hexagon head key 2.5 mm)

b) "Pilot" with spring gauge in seat.

c) Both canopy locking levers in open position.

d) Force required to actuate jettisson 15 kg (33 lbs) maximum. With force too high, the following places should be lubricated: Bushes of 4 canopy locking pins using grease
Bowden cable from canopy separation to handle using engine oil
Engaging lever and bolt in region of rotation using grease

e) With a helper at the canopy front end, canopy lifting speed due to gas strut can be reduced enough to visualize the system in operation. The instrument panel should in no case jam between canopy frames.

f) To connect the opening mechanism with the canopy, the pilot holds it at both locking levers in fully open position. The helper pushes the spring loaded engaging bolt upward and connects both units by turning the engaging lever counter clockwise.

g) Re-assemble possibly adjusted spring of temporary hinge at rear canopy end.

The following serial numbers of **LS6 / LS6-a** have been delivered with the 40 cm (15.75 in) wide instrument panel:

6001	6003	6004	6007	6009	6013	6014	6015
6017	6018	6019	6020	6022	6028	6030	6032
6035	6036	6039	6040	6041	6046	6058	6065
6068	6076	6078	6081	6082	6084	6085	6087
6093	6094	6097	6101	6115	6125	6133	6166

The delivery status of the following S/N **LS6 / LS6-a** could not be verified:

6000	6005	6006	6008	6010	6012	6016	6021
6023	6024	6025	6026	6027	6029	6034	6038
6042	6043	6044	6047	6048	6052	6054	6057
6059	6073	6079	6099	6153	6161	6166	6176
6186	6194						

The following serial numbers **LS6-b** have been delivered with the 40 cm (15.75 in) wide instrument panel:

6130	6132	6134	6137	6141	6142	6151	6153
6157	6162	6169	6179	6185	6186	6188	6202

The delivery stautus of the following S/N **LS6-b** could not be verified:

6161	6176	6186	6146	6147

The following serial numbers **LS6-c / LS6-c18 / LS6-18w** have been delivered with the 40 cm (15.75 in) wide instrument panel:

6149	6196	6198	6205	6208	6216	6219	6225
6226	6230	6266	6274	6289	6290	6300	6313
6319	6324	6325	6326	6345	6346	6352	5353
6361	6378	6380					

The delivery status of the following S/N **LS6-c / LS6-c18 / LS6-18w** could not be verified:

6235	6257	6276	6278	6284	6299	6302	6317
6322	6335	6337	6338	6342	6343	6363	6365
6367							

(TM6036 / 2)

Erstellt: 12. Feb. 2001 Geprüft:

Rolladen-Schneider Flugzeugbau GmbH LBA-Nr. EB-4 / I-B16	Working Instruction for Technical Bulletin No. 6036 / 2	LS6	Page 1 of 1 Edit. 12.Feb.2001

Modification of the Deflector

1. Drill blind rivets. If need be, unscrew upper instruments (Hexagon head 2.5 mm und ratchet with 7mm socket) and place them on top of the second row.

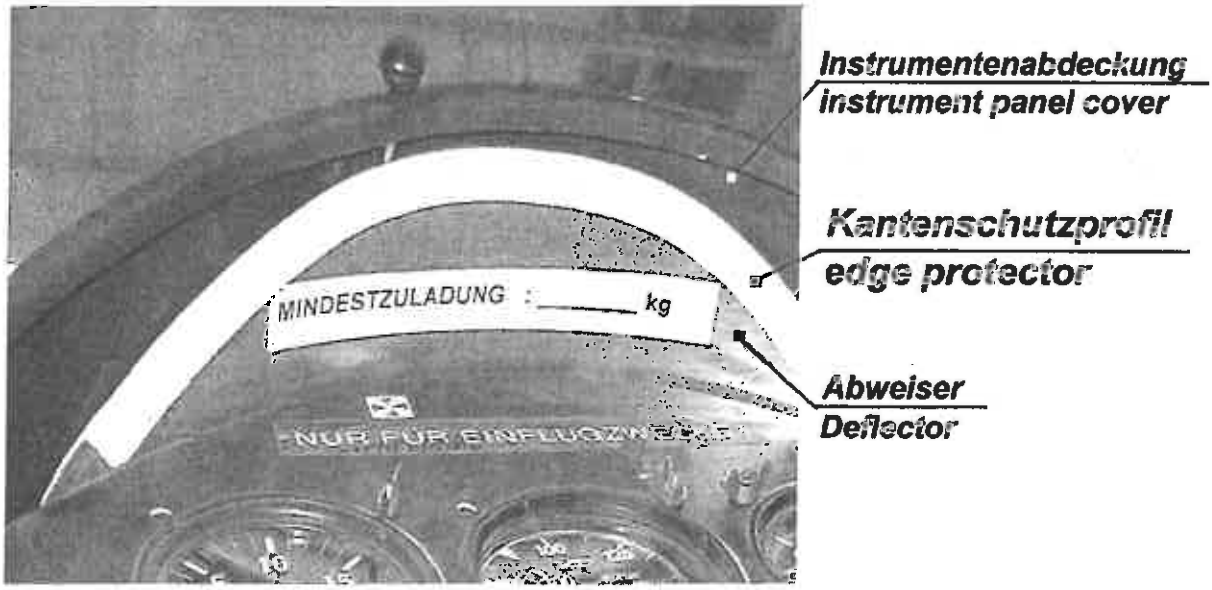
2. Mark new fixing holes 10mm (0.4 in) offset from originals and drill. This enables to use the existing holes at the instrument panel edge.

3. Shorten straight edge of deflector by 10 mm, soften edge and paint black. Maximum depth of deflector after trimming is 100 mm (3.94 in).

4. Rivet deflector back to top of instrument panel, facing towards the pilot (Blind rivets Ø 4mm*6.5, large washers Ø4.3 * 12 * 1mm DIN 9021-St).

5. Push edge protector (as long as instrument panel allows) onto deflector edge.

<u>Deflector with edge protector:</u>



Should the instrument panel cover be too short to allow the protector to fit underneath, contact manufacturer stating model and serial number.

Erstellt: 12. Feb. 2001 Geprüft: