GLIDING FEDERATION OF AUSTRALIA

AD 390
(ISSUE 1)

AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: LS 6. All versions, all serial numbers.

SUBJECT: Inspection and adjustment of dive brake handle mechanism and modification of dive brake boxes.

BACKGROUND: Rolladen-Schneider have issued Technical Bulletin 6019 detailing the inspections and modifications necessary.

DOCUMENTATION: LBA-AD-89-60 incorporating Rolladen-Schneider Technical Bulletin 6019.

ACTION REQUIRED: Before next flight:

1. The airbrake lever travel with the flaps in the landing position (+15°) must be checked and stops fitted if necessary.

2. A deflector must be bonded to the dive brake box to prevent catching of the dive brake on the wing skin.

Both of these actions must be completed in accordance with the Rolladen-Schneider Technical Bulletin 6019 which forms part of this AD.

WEIGHT AND BALANCE: No effect.

IMPLEMENTATION: Part 1 of this AD must be completed by persons rated "Inspection for Issue of Certificates of Airworthiness" any type.

Part 2 of this AD must be completed by persons rated "Minor Repairs" fibreglass.

COMPLIANCE: The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to the Australian Civil aviation Regulations under the delegated authority of the Civil Aviation Authority (CEO42/90).

SIGNED: CHIEF TECHNICAL OFFICER AIRWORTHINESS	For and on behalf of: **THE GLIDING FEDERATION OF AUSTRALIA**

ROLLADEN-SCHNEIDER Flugzeugbau GmbH LBA-Nr. EB - 4	Technische Mitteilung Technical Bulletin Nr. 6019	LS6	Blatt/Page 1/3
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Gegenstand : Bremsklappen

Betroffen : Segelflugzeugmuster LS6, alle Baureihen, alle Werknummern

Dringlichkeit : Sofort

Vorgang : 1) Wenn bei vollem Ausfahren der Bremsklappen der Wölbklappen-
Maßnahmen und : Hebel aus der Landestellung auch nur minimal nach hinten
Material : geschoben werden kann, dann ist dies durch einen einzunietenden Anschlag zu verhindern, da sonst unbeabsichtigtes Entriegeln der Wölbklappe aus der Landestellung möglich ist. (Details siehe Blatt 2)

2) In den Bremsklappenkästen ist ein Abweiser gegen das mögliche Blockieren des unteren Blatts beim Ausfahren einzukleben. (Details siehe Blatt 2/3)

Gewicht und S.P.-Lagen : Nicht betroffen

Hinweise : Durchführung durch den Halter.
Bescheinigung der Durchführung durch einen Prüfer Klasse 3 im Bordbuch sowie im TN-LTA-Durchführungsbeleg, Wartungshandbuch Blatt 14-1.

LBA-anerkannt : -2. Juni 1989 LBA-LTA-89-60

SUBJECT : Air brakes

EFFECTIVITY : Sailplane model LS6, all versions, all serial numbers

ACCOMPLISHMENT : Before next flight

REASON : 1) If during full extension of air brakes it is possible to
MATERIAL and : move the flap handle from the landing position (+15°)
INSTRUCTIONS backwards, the travel of the air brake handle must be limited at the cockpit cutout end by a stop. See details page 2.

2) A deflector must be bonded into the wing air brake boxes to avoid possible locking of lower blade at wing shell structure. See details page 2/3.

WEIGHT AND BALANCE : Not applicable

REMARKS : Updating by operator / owner.
Certification of accomplishment by licensed inspector in logbook and on TB-AD-Accomplishment List, page 8-1 of Instructions for Continued Airworthiness (Maintenance Manual).

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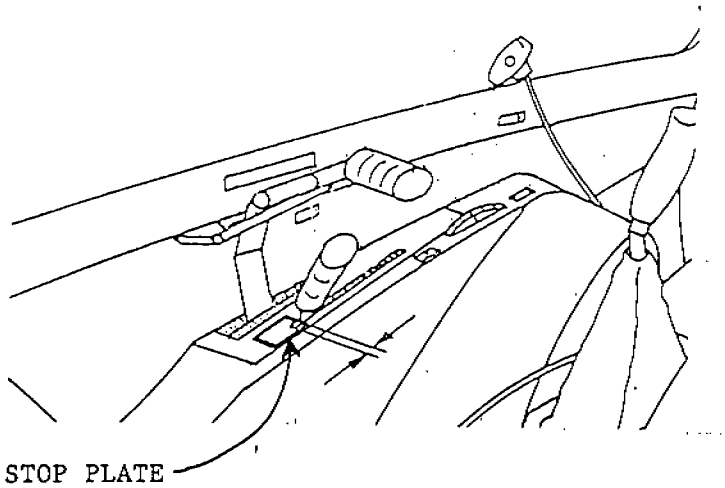
Instructions:

1) Limitation of air brake lever travel in cockpit:
   a) Disassemble seat according to Instructions for Continued Airworthiness, chapter 4.
   b) Mark position of air brake handle, when it is just touching the flap handle in landing position (+15°).
   c) Rivet locking plate (size 12*50 mm, painted steel or corrosion resistant steel, 1.5 to 2 mm thick) to underside of handles guide using 2 steel blind rivets 4ø*6 mm. See sketch 1.
   d) Check cockpit for foreign matter and reassemble seat according to Instructions for Continued Airworthiness, chapter 4.

2) Air brake lower blade deflector:
   Adjust GRP-deflector (see sketch 2) in width such, that the lower air brake plate cannot catch under wing shell structure.
   a) Disassemble lower air brake blades, note arrangement of shims and bushings.
   b) Sand bonding area for deflector (see sketch 2): inside air brake box under rear upper shell, between brake levers. Bond adjusted deflector to air brake box using epoxy resin (example: Uhu-Plus) and fix until hardened.
   c) Reassemble lower air brake blades and check function.

SKETCH 1:



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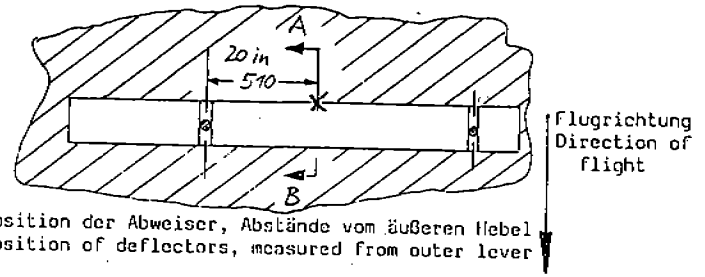
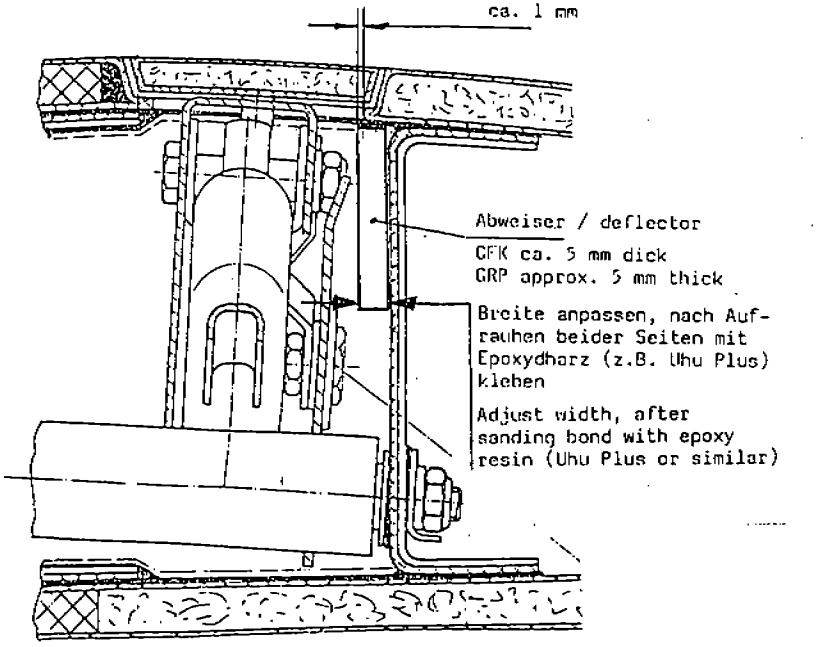
Right wing - air brake cutout viewed from above
Rechter Flügel - Bremsklappenausschnitt von oben gesehen



X Position der Abweiser, Abstände vom äußeren Hebel
position of deflectors, measured from outer lever

Cross section
Schnitt
A - B

Direction of flight
Flugrichtung



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