



THE GLIDING FEDERATION OF AUSTRALIA

GFA AD 514
(ISSUE 2)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: LS-7, all models, all serial numbers.

SUBJECT: Obstruction of emergency canopy jettison.

BACKGROUND: This AD supersedes Issue 1 of AD 514, 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 1999-267/2 and Rolladen-Schneider Technical Bulletin No 7011/2 form part of this AD.

ACTION REQUIRED: Carry out actions described in TB 7011/2.

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:

[Signature]
for CHIEF TECHNICAL OFFICER AIRWORTHINESS



For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA



**Airworthiness
Directive
1999-267/2**

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 7
Models affected:	All
Serial numbers affected:	All
	<u>Note:</u>
	Please consider notes in the Technical Bulletin
German Type Certificate No.:	375

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. 7011/2 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

Accomplishment 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. 1999-267 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.

Rolladen-Schneider Flugzeugbau GmbH LBA-Nr. EB-4 / I-B16	Technical Bulletin No. 7011 / 2	LS7	Page 1 of 2 Edit. 12.Feb.2001
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Subject: Obstruction of emergency canopy jettison and avoidance of possible injuries

Effectivity: **All LS7 models.**

(Versions LS7, LS7-WL)

- 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 Ø 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:



13.03.01

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(TM7011 / 2)

Erstellt: 12.Feb.2001

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Geprüft:

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This page is not altered compared to TB 7011

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 **LS7** and/or **LS7-WL** have been delivered with the 40 cm (15.75 in) wide instrument panel:

7004	7017	7018	7033	7067	7073	7077	7079
7087	7090	7097	7102	7112	7121	7128	7137
7142	7147	7154	7159	7161			

The delivery status of the following serial numbers could not be verified:

7001 7002 7022 and 7140

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 $\varnothing 4\text{mm} \times 6.5$, large washers $\varnothing 4.3 \times 12 \times 1\text{mm}$ DIN 9021-St).
5. Push edge protector (as long as instrument panel allows) onto deflector edge.

Deflector with edge protector:



Instrumentenabdeckung
instrument panel cover

Kantenschutzprofil
edge protector

Abweiser
Deflector

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