

ROLLADEN-SCHNEIDER Flugzeugbau GmbH LBA-Nr. EB - 4	Technische Mitteilung Technical Bulletin Nr. 7002	LS7	Blatt/Page 1/1
			Ausg./Ed. Feb.91

Gegenstand : Flughandbuch, Ausgabe in englischer Sprache  
 Betroffen : Segelflugzeug LS7  
 Dringlichkeit :  
 Vorgang : Berichtigung von Umrechnungswerten für das Füllvolumen des  
 Seitenflossentanks.  
 Austausch folgender Blätter gegen Ausgabe Feb. 25, 1991:  
 Blatt 0-1, 0-2 und 4-7

Gewicht und  
 S.P.-Lagen : entfällt

Hinweise :

LBA-anerkannt :



08. April 1991

*U. Propp*

SUBJECT : Flight Manual in english language  
 EFFECTIVITY : Sailplane model LS7  
 ACCOMPLISHMENT :  
 REASON : Vertical tail fin water ballast volume conversion corrected.  
 MATERIAL and  
 INSTRUCTIONS : Update pages 0-2, 0-3 and 4-7, against Rev. 2,  
 Edition Febr. 25, 1991  
 WEIGHT AND  
 BALANCE : not affected  
 REMARKS : Enter accomplishment into TB-AD-Accomplishment List,  
 page 14-1 of Instructions for Continued Airworthiness  
 (Maintenance Manual).



Erstellt: 25.2.91 *Gerucke*

Geprüft: 25. FEB. 1991

*Schepke*

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**0.1 LOG OF REVISIONS**

Revision No.	Pages affected	Description	LBA-approval signature	Date
1	Chapters 0, 2 to 5	LBA-approval included	 <i>U. Hoff</i>	08. April 1991
2	0-1, 0-2 4-7	Tail fin tank volume conversion corrected	 <i>U. Hoff</i>	08. April 1991

LS7 Manuals can be ordered from:  
 ROLLADEN-SCHNEIDER Flugzeugbau GmbH  
 Mühlstrasse 10  
 D-6073 Egelsbach  
 Federal Republic of West Germany

Erstellt: 25. 2. 91 <i>Heuck</i>	Geprüft: 25. FEB. 1991 <i>Wleapka</i>
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**0.2 LIST OF EFFECTIVE PAGES**

0-1	Feb. 25, 1991	7-1	Apr. 15, 1989
0-2	Feb. 25, 1991	7-2	Apr. 15, 1989
0-3	Aug. 30, 1989	7-3	Apr. 15, 1989
		7-4	Apr. 15, 1989
1-1	Apr. 15, 1989	7-5	Apr. 15, 1989
1-2	Apr. 15, 1989		
		8-1	Apr. 15, 1989
2-1	Aug. 30, 1989	8-2	Apr. 15, 1989
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2-3	Aug. 30, 1989	8-4	Apr. 15, 1989
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5-1	Aug. 30, 1989		
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#### 4.5.9 WATER BALLAST continued

- when the tail fin tank is going to be used, the wing filling funnel must stay in position to avoid consequent leaking or air entering again
- fill tail fin tank (if fitted):
  - connect tube of tail fin funnel with wire meshing to dumping tube just inside lower right rudder cut-out with rudder deflected to the left and place funnel on top of the rudder.
  - fill tail fin tank via funnel in relation to wing water amount, see tables page 4-10 to 4-12.
  - Markings on inside of translucent right rudder gap seal correspond to 0.5 Liter (0.13 US gallons, 0.11 Imp. gallons).
  - use water level in funnel tube relative to markings to determine correct amount in relation to wing amount
  - the upper red marking corresponds to maximum amount of tail fin water ballast, 5.5 Liters (1.45 US gallons, 1.21 Imp. gallons) or 4.1 Liters (1.08 US gal., 0.90 Imp. gal.) for the combination of tail fin tank with tail fin battery compartment
- when left wing and tail fin tanks are filled, close dump valves of wings (and tail fin tank) by shifting cockpit lever forward
- tail fin valve seals filling tube and tank in open position, but tank only in closed position. Therefore, after closing valve, remove tail fin funnel immediately to avoid seeping of water from funnel tube into rear fuselage
- to open right wing valve through baggage compartment use knurled nut, turn 10 turns counterclockwise
- after sucking residual air out of bag let a helper keep the wing tip on the ground and fill the same amount as in left wing
- close right wing valve with knurled nut, turn clockwise against stop
- see also icing conditions in Emergency Procedures, Chapter 3

**WARNING:** When amount of water ballast in wings is not equal, this may favour tendencies to ground loop during take off

**WARNING:** Check proper dumping - tail fin system must start dumping before wing system to avoid C.G. shifting backwards

- use of water ballast limited to non-freezing conditions, see also Flight Manual page 2-6.

#### **DUMPING:**

- open valve by shifting lever backwards
- 10 liters (2.6 US gallons, 2.2 Imp. gallons) will be dumped in approx. 12 seconds
- if aileron stick force is needed to maintain level flight after dumping, this may indicate unequal dumping
- to avoid ground looping in case of unequal dumping apply aileron in the direction as noticed before shortly after touchdown

**WARNING** Check thermometer (if tail fin tank is fitted) regularly during flight. Dump water at 5° Centigrade (41° F) to ensure proper dumping before tail fin valve freezes solid. This necessary measure of safety may only be surpassed if enough commercial antifreeze solution has been added