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| ROLLADEN-SCHNEIDER Flugzeugbau GmbH LBA-Nr. EB - 4 | Techncal Bulletin No. 50 | LS1-0-a- -b-c-d | Page 1 |
| | | | Edition Dec. 92 |

SUBJECT : Empty Weight C.G. Table

EFFECTIVITY : Sailplane model LS1, versions 0-a-b-c-d

ACCOMPLISHMENT : Until next annual inspection

REASON : Printing errors corrected and table extended

MATERIAL and INSTRUCTIONS : Exchange Flight Manual Page 4 against 4 and 4a, Edition Dec. 92
Enter new edition manually in pages included list, Page 1

WEIGHT AND BALANCE : Check empty weight C.G. position, when weight is 230 kg.

REMARKS : Exchange by Operator.
Accomplishment must be checked by inspector at next annual inspection and signed in logbook.

LBA-approved :



U. Fopp
26. Jan. 1993

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| Erstellt: 18. Dez. 92 <i>Stenke</i> | Geprüft: 18. DEZ. 1992 <i>Wagner</i> |
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| ROLLADEN-SCHNEIDER Flugzeugbau GmbH LBA-Nr. EB - 4 | Technische Mitteilung Nr. 50 | LS1-0-a- -b-c-d | Blatt 1 |
| | | | Ausgabe Dez. 92 |

Gegenstand : Leergewicht-Schwerpunkttabelle
 Betroffen : Segelflugzeug LS1, Baureihen 0-a-b-c-d
 Dringlichkeit : bis nächste Jahresnachprüfung
 Vorgang : Druckfehlerkorrekturen und Erweiterung der Tabelle
 Maßnahmen und Material : Austausch Flughandbuch Blatt 4 gegen Ausgabe Dez. 92
 Eintrag der neuen Ausgabe Blatt 4 im Änderungsstand, Blatt 1
 Gewicht und S.P.-Lagen : Kontrolle der Schwerpunktlage bei 230 kg, entfällt bei anderen Gewichten
 Hinweise : Durchführung durch den Halter.
 Bescheinigung der Durchführung im Rahmen der nächsten Jahresnachprüfung im Bordbuch durch Prüfer Klasse 3

LBA-anerkannt :



U. Topf

26. Jan. 1993

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| Erstellt: 18. Dez. 92 <i>Heuck</i> | Geprüft: 18. DEZ. 1992 <i>Alph</i> |
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Leergewicht-Schwerpunktbereich

| Bei kg von bis mm hinter BP | | kg | von | bis |
|-----------------------------|-------|--------|-----|-------|
| 190...655 | - 708 | 221... | 592 | - 658 |
| 191...652 | - 707 | 222... | 591 | - 657 |
| 192...650 | - 705 | 223... | 589 | - 655 |
| 193...648 | - 703 | 224... | 587 | - 654 |
| 194...645 | - 701 | 225... | 585 | - 653 |
| 195...643 | - 699 | 226... | 584 | - 651 |
| 196...641 | - 697 | 227... | 582 | - 650 |
| 197...639 | - 696 | 228... | 581 | - 649 |
| 198...637 | - 694 | 229... | 579 | - 647 |
| 199...635 | - 692 | 230... | 577 | - 646 |
| 200...632 | - 691 | 231... | 576 | - 645 |
| 201...630 | - 689 | 232... | 573 | - 644 |
| 202...628 | - 687 | 233... | 571 | - 642 |
| 203...626 | - 685 | 234... | 568 | - 641 |
| 204...624 | - 684 | 235... | 566 | - 640 |
| 205...622 | - 682 | 236... | 564 | - 639 |
| 206...620 | - 681 | 237... | 561 | - 637 |
| 207...618 | - 679 | 238... | 559 | - 636 |
| 208...616 | - 677 | 239... | 556 | - 635 |
| 209...614 | - 676 | 240... | 554 | - 634 |
| 210...612 | - 674 | 241... | 552 | - 633 |
| 211...610 | - 673 | 242... | 550 | - 631 |
| 212...608 | - 671 | 243... | 547 | - 630 |
| 213...607 | - 670 | 244... | 545 | - 629 |
| 214...605 | - 668 | 245... | 543 | - 628 |
| 215...603 | - 667 | 246... | 541 | - 627 |
| 216...601 | - 665 | 247... | 538 | - 626 |
| 217...599 | - 664 | 248... | 536 | - 625 |
| 218...598 | - 662 | 249... | 534 | - 623 |
| 219...596 | - 661 | 250... | 532 | - 622 |
| 220...594 | - 660 | | | |

Bezugspunkt (BP) = Flügelvorderkante an
der Wurzelrippe

Bezugslinie = Rumpftütenunterseite
horizontal

Ausgabe: Dezember 1992

Heucke

18. DEZ. 1992 *hkapka*

Empty Weight C.G. Range

| at lbs | from | to | in aft of Datum (DP) | lbs | from | to |
|--------|--------|----|----------------------|--------|--------|----------|
| 419... | 25.787 | - | 27.874 | 487... | 22.598 | - 25.906 |
| 421... | 25.669 | - | 27.835 | 489... | 22.520 | - 25.866 |
| 423... | 25.591 | - | 27.756 | 492... | 22.402 | - 25.787 |
| 425... | 25.512 | - | 27.677 | 494... | 22.323 | - 25.748 |
| 428... | 25.394 | - | 27.598 | 496... | 22.205 | - 25.709 |
| 430... | 25.315 | - | 27.520 | 498... | 22.126 | - 25.630 |
| 432... | 25.236 | - | 27.441 | 500... | 22.008 | - 25.591 |
| 434... | 25.157 | - | 27.402 | 503... | 21.929 | - 25.551 |
| 437... | 25.079 | - | 27.323 | 505... | 21.811 | - 25.472 |
| 439... | 25.000 | - | 27.244 | 507... | 21.732 | - 25.433 |
| 441... | 24.882 | - | 27.205 | 509... | 21.614 | - 25.394 |
| 443... | 24.803 | - | 27.126 | 511... | 21.535 | - 25.354 |
| 445... | 24.724 | - | 27.047 | 514... | 21.457 | - 25.276 |
| 448... | 24.606 | - | 26.969 | 516... | 21.339 | - 25.236 |
| 450... | 24.488 | - | 26.929 | 518... | 21.260 | - 25.197 |
| 452... | 24.370 | - | 26.850 | 520... | 21.181 | - 25.157 |
| 454... | 24.252 | - | 26.811 | 522... | 21.063 | - 25.079 |
| 456... | 24.134 | - | 26.732 | 525... | 20.984 | - 25.039 |
| 459... | 24.016 | - | 26.654 | 527... | 20.906 | - 25.000 |
| 461... | 23.898 | - | 26.614 | 529... | 20.827 | - 24.961 |
| 463... | 23.780 | - | 26.535 | 531... | 20.748 | - 24.921 |
| 465... | 23.661 | - | 26.496 | 534... | 20.630 | - 24.843 |
| 467... | 23.583 | - | 26.417 | 536... | 20.551 | - 24.803 |
| 470... | 23.465 | - | 26.378 | 538... | 20.472 | - 24.764 |
| 472... | 23.346 | - | 26.299 | 540... | 20.394 | - 24.724 |
| 474... | 23.228 | - | 26.260 | 542... | 20.315 | - 24.685 |
| 476... | 23.150 | - | 26.181 | 545... | 20.236 | - 24.646 |
| 478... | 23.031 | - | 26.142 | 547... | 20.157 | - 24.606 |
| 481... | 22.913 | - | 26.063 | 549... | 20.079 | - 24.528 |
| 483... | 22.795 | - | 26.024 | 551... | 20.000 | - 24.488 |
| 485... | 22.717 | - | 25.984 | | | |

Datum (DP) = Leading edge of wing at root

Horizontal reference line = Under side of rear fuselage boom

Edition: December 1992

Heute

18. DEZ. 1992

Wagner