

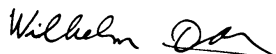
- Subject : Improved canopy jettison
- Effectivity Type : LS-Sailplanes  
Variants : LS3, LS3-a and LS3-17, all serial numbers
- Accomplishment : March 31. 2013 mandatory
- Reason : Additional installation of an LS-latch (similar to a Röger-hook) to improve the emergency canopy jettison.  
The LS3 variants are not equipped with a canopy emergency jettison LS hook as standard equipment. Tests made at LS and by Prof. Röger proved that there is a potential danger for the pilot in case of an emergency bail out if no hook is installed.  
In addition the LS3 variants have no device to lift the canopy at the front for jettison. A retrofit of a spring device to these variants is necessary, as the above mentioned tests have shown that such a device is needed for quick canopy jettison. These safety shortcomings will be resolved by executing this TN.
- Instructions : 1. a) Flight manual:  
Exchange manual pages against new pages issued May 2011, marked with TN3054 rev. 1:  
LS3, LS3-a and LS3-17: pages 0.5, 0.6, 2.2 and 3.3.  
Pay attention to the changes marked in the right hand margin.  
b) Maintenance Manual:  
All changes with respect to the installation of the LS-latch are included in the LS3 Maintenance Manual issued December 2009.
2. Install the LS-latch according to “working instruction no. 1 of TN 3054” and drawing BR-157.
3. Install the spring mechanism for the canopy emergency jettison according to “working instruction no. 2 for TN3054 rev.1 and TN4032 rev.2”.
- Material : 1. Flight manual pages see instruction no. 1  
2. Maintenance manual LS3, edition December 2009  
3. Working Instructions No. 1 for TN 3054  
4. Drawing BR-157  
5. Working instruction no. 2 for TN3054 rev.1 and TN4032 rev.2  
6. For material lists, see drawing BR-157 and “working instruction no. 2 for TN3054 rev.1 and TN4032 rev.2”.  
7. For a list of certified resins and other consumables, see the maintenance manual, paragraph 9.7.
- Weight and balance : The extra mass due to instruction 2 is approx. 0.1 kg and doesn't shift the C.G..  
The extra mass of instruction 3 is approx. 0.3 kg and reduces the min. Cockpit load by approx. 0.6 kg. So the influence is negligible.
- Remarks : 1. EASA countries: The actions have to be performed in a Part -145 approved organisation, or in a Part M, Subpart F approved organisation according to the regulations of the Part M and released according to M.A.801.  
2. Non EASA countries: The actions have to be performed in a licensed workshop. All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.  
3. As the initial maintenance manuals will no longer be updated it is mandatory to use the maintenance manual see instruction 1 to maintain the glider after this TN has been performed.

Bruchsal, date:

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Modifications approved by EASA Date 28.09.2011  
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