ROLLADEN-SCHNEIDER Flugzeugbau GmbH LBA-Nr. EB - 4	Technische Mitteilung Nr. 6027	LS6-c	Blatt 1 Ausgabe 18.Jan.93

Gegenstand : Flug- und Wartungshandbuch in **englischer** Sprache

Betroffen : Segelflugzeug LS6-c

Dringlichkeit :

Vorgang : Berichtigung von Geschwindigkeitsdefinitionen und Fahrtmesser-Farbmarkierung im Flughandbuch, sowie der maximalen Seitenruder-Ausschläge im Wartungshandbuch.
Austausch folgender Blätter gegen Rev. 1, Ausgabe 18.Jan.1993:
LS6-c Flight Manual : 0-1, 0-2, 2-3 und 2-7.
LS6-c Maintenance Manual: 0-1, 0-2 und 14-8.

Gewicht und
Schwerpunktlage: entfällt

Hinweise :

LBA-anerkannt :

11. Feb. 1993

Erstellt: 18.Jan.93	Geprüft: 19. JAN. 1993

ROLLADEN-SCHNEIDER Flugzeugbau GmbH LBA-Nr. EB - 4	Technical Bulletin No. 6027	LS6-c	Page 1
			Edition 18.Jan.93

SUBJECT : Flight and Maintenance Manuals in **english** language

EFFECTIVITY : Sailplane LS6-c

ACCOMPLISHMENT :

REASON : Correction of speed definitions and airspeed indicator colour marking example in Flight Manual as well as maximum rudder deflection in Maintenance Manual.
Exchange the following pages against Rev. 1, Edition Jan.18, 1993:
LS6-c Flight Manual : 0-1, 0-2, 2-3 and 2-7.
LS6-c Maintenance Manual: 0-1, 0-2 and 14-8.

REMARKS : None

LBA-approved :

11. Feb. 1993

Erstellt: 18.Jan.93	Geprüft: 18. JAN. 1993

Ø.1 LOG OF REVISIONS

Any revision of the present manual, except actual weighing data, must be recorded in the following table and in case of approved Sections endorsed by the responsible airworthiness authority.
The new or amended text in the revised page will be indicated by a black vertical line in the left hand margin, and the Revision No. and the date will be shown on the bottom left hand of the page.

Rev. No.	Pages affected	Date of Issue	LBA-approval signature	Date of approval	Date of insertion	Signature
1	Ø-1, Ø-2, 2-3, 2-7	18.Jan.93				

LS6-c Manuals can be ordered from:
ROLLADEN-SCHNEIDER Flugzeugbau GmbH
Mühlstrasse 1Ø
D-6Ø73 Egelsbach
Federal Republic of Germany

Erstellt: 18.Jan.93	Geprüft: 18. JAN. 1993

(6CFEØ)

0.2 LIST OF EFFECTIVE PAGES

0-1	LBA-appr.	Jan. 18, 1993	7-1		Nov. 30, 1990
0-2	LBA-appr.	Jan. 18, 1993	7-2		Nov. 30, 1990
0-3	LBA-appr.	Nov. 30, 1990	7-3		Nov. 30, 1990
			7-4		Nov. 30, 1990
1-1		Nov. 30, 1990	7-5		Nov. 30, 1990
1-2		Nov. 30, 1990			
			8-1		Nov. 30, 1990
2-1	LBA-appr.	Nov. 30, 1990	8-2		Nov. 30, 1990
2-2	LBA-appr.	Nov. 30, 1990	8-3		Nov. 30, 1990
2-3	LBA-appr.	Jan. 18, 1993	8-4		Nov. 30, 1990
2-4	LBA-appr.	Nov. 30, 1990	8-5		Nov. 30, 1990
2-5	LBA-appr.	Nov. 30, 1990	8-6		Nov. 30, 1990
2-6	LBA-appr.	Nov. 30, 1990			
2-7	LBA-appr.	Jan. 18, 1993			
2-8	LBA-appr.	Nov. 30, 1990	9-1		Nov. 30, 1990
3-1	LBA-appr.	Nov. 30, 1990			
3-2	LBA-appr.	Nov. 30, 1990			
3-3	LBA-appr.	Nov. 30, 1990			
3-4	LBA-appr.	Nov. 30, 1990			
3-5	LBA-appr.	Nov. 30, 1990			
4-1	LBA-appr.	Nov. 30, 1990			
4-2	LBA-appr.	Nov. 30, 1990			
4-3	LBA-appr.	Nov. 30, 1990			
4-4	LBA-appr.	Nov. 30, 1990			
4-5	LBA-appr.	Nov. 30, 1990			
4-6	LBA-appr.	Nov. 30, 1990			
4-7	LBA-appr.	Nov. 30, 1990			
4-8	LBA-appr.	Nov. 30, 1990			
4-9	LBA-appr.	Nov. 30, 1990			
4-10	LBA-appr.	Nov. 30, 1990			
4-11	LBA-appr.	Nov. 30, 1990			
4-12	LBA-appr.	Nov. 30, 1990			
4-13	LBA-appr.	Nov. 30, 1990			
4-14	LBA-appr.	Nov. 30, 1990			
4-15	LBA-appr.	Nov. 30, 1990			
4-16	LBA-appr.	Nov. 30, 1990			
4-17	LBA-appr.	Nov. 30, 1990			
5-1	LBA-appr.	Nov. 30, 1990			
5-2	LBA-appr.	Nov. 30, 1990			
6-1		Nov. 30, 1990			
6-2		Nov. 30, 1990			

Erstellt: 18.Jan.93 Heuke	Geprüft: 18. JAN. 1993 Wagner

(6CFE0)

2.3 AIRSPEED INDICATOR MARKINGS

Airspeed indicator markings and their colour code significance are shown below:

Marking	IAS value / range	Significance
White arc	86 - 190 km/h 46 - 103 kts 53 - 118 MPH	Positive flap operating range. 86 km/h is minimum speed in steady straight flight with flaps at "L" (+15) position, air brakes fully extended and at maximum all-up weight (525 kg, 1157 lbs) 190 km/h is maximum speed permissible with flaps extended between 0° and +10°.
Green arc	90 - 190 km/h 49 - 103 kts 56 - 118 MPH	Normal operating range (Air brakes retracted)
Yellow arc	190 - 270 km/h 103 - 146 kts 118 - 168 MPH	Within this speed range "Severe turbulence" or control surface deflections of more than 1/3 of possible travel may exceed the design limit and must be avoided. Manoeuvering loads, gust loads and loads due to control surface deflections should not be encountered simultaneously.
Red line	270 km/h 146 kts 168 MPH	Maximum speed from MSL up to 2000 m / 6500 ft above MSL flying altitude for all not otherwise restricted operations
Yellow triangle	90 km/h 49 kts 56 MPH	Minimum recommended approach to landing speed without water ballast
White "L"	150 km/h 81 kts 93 MPH	Maximum speed with flap position above 10° up to and inclusive 15° (Landing configuration)
White "5°, 10°"	190 km/h 103 kts 118 MPH	Maximum speed with flap position above 5° up to and inclusive 10°

For an example of airspeed indicator marking see page 2-7.

Erstellt: 04.Feb.93 Heuecke	Geprüft: - 4. FEB. 1993 Wrapka

(6CFE2)

2.10 MINIMUM EQUIPMENT LIST

1. Airspeed Indicator, scale 50-300 km/h (27-162 kts, 31-186 MPH)
   Colour marking see page 2-3 and example below.
   Approved types see Master Equipment List.
   Pressure pick-ups: Vertical tail fin pitot and **lower forward fuselage side statics**.

2. Altimeter in m (For Italy) or ft — See Master Equipment List in Maintenance Manual
3. Four piece seat belt harness
4. Magnetic compass *(For USA and Canada)*

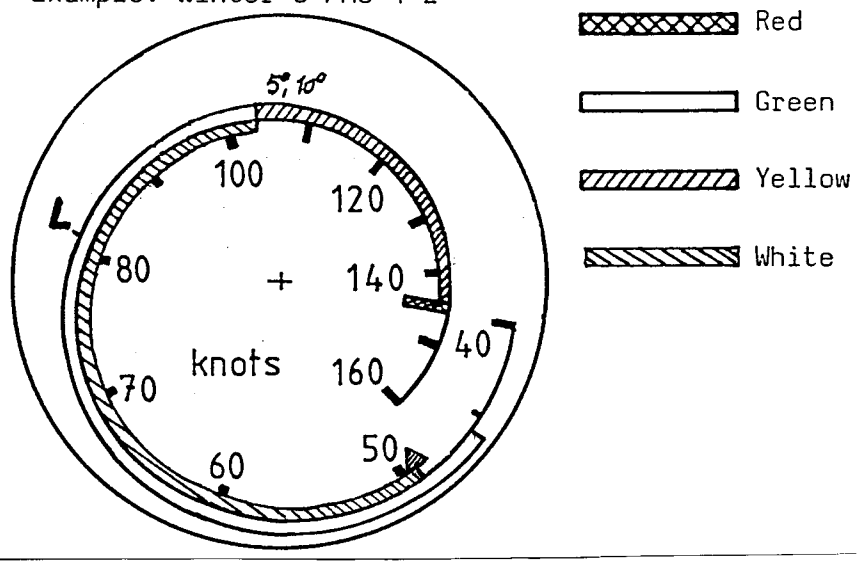
5. Back cushion or parachute in compressed form should not be thinner than 80 mm to 100 mm (3 to 4 in).
6. Checklist, type placard, data and loading placard, operating placards.
   For placards see pages 2-8 and Maintenance Manual chapter 10.
7. Flight Manual LS6-c.
8. **When tail fin water ballast system is fitted:**
   Remote indicating thermometer, approved types see Master Equipment List in Maintenance Manual.
   Vertical tail filling tube, for checking of tail fin tank valve

Additionally for cloud flying:

Airspeed indicator **scale with 1 turn only**,
scale 50-300 km/h (27-162 kts, 31-186 MPH)
Turn and Bank indicator
Compass, compensated in sailplane (Not for USA and Canada)
Variometer, range at least ±10 m/s (1970 ft/min, 19.4 kts)

Example of airspeed indicator colour marking :

Example: Winter 6 FMS 4-2



Erstellt: 18.Jan.93	Geprüft: 18. JAN. 1993

(6CFE2)

Ø.1 LOG OF REVISIONS

Revision No.	Pages affected	Description	LBA-approval signature	Date
1	Ø-1, Ø-2, 14-8	Max. Rudder deflection angle corrected		93

LS6-c Manuals can be ordered from:
ROLLADEN-SCHNEIDER Flugzeugbau GmbH
Mühlstrasse 1Ø
D-6Ø73 Egelsbach
Federal Republic of Germany

Ø.2 PAGES INCLUDED

Ø-1	Jan. 18, 1993	8-1	Nov. 30, 1990
Ø-2	Jan. 18, 1993	8-2	Nov. 30, 1990
Ø-3	Nov. 30, 1990		
Ø-4	Nov. 30, 1990	10-1	Nov. 30, 1990
		10-2	Nov. 30, 1990
1-1	Nov. 30, 1990		
1-2	Nov. 30, 1990	11-1	Nov. 30, 1990
1-3	Nov. 30, 1990	11-2	Nov. 30, 1990
1-4	Nov. 30, 1990		
1-5	Nov. 30, 1990	12-1	Nov. 30, 1990
1-6	Nov. 30, 1990	12-2	Nov. 30, 1990
1-7	Nov. 30, 1990		
		13-1	Nov. 30, 1990
2-1	Nov. 30, 1990	13-2	Nov. 30, 1990
2-2	Nov. 30, 1990		
2-3	Nov. 30, 1990	14-1	Nov. 30, 1990
2-4	Nov. 30, 1990	14-2	Nov. 30, 1990
2-5	Nov. 30, 1990	14-3	Nov. 30, 1990
2-6	Nov. 30, 1990	14-4	Nov. 30, 1990
2-7	Nov. 30, 1990	14-5	Nov. 30, 1990
2-8	Nov. 30, 1990	14-6	Nov. 30, 1990
2-9	Nov. 30, 1990	14-7	Nov. 30, 1990
		14-8	Jan. 18, 1993
3-1	Nov. 30, 1990	14-9	Nov. 30, 1990
3-2	Nov. 30, 1990	14-10	Nov. 30, 1990
3-3	Nov. 30, 1990	14-11	Nov. 30, 1990
		14-12	Nov. 30, 1990
4-1	Nov. 30, 1990		
4-2	Nov. 30, 1990	15-1	Nov. 30, 1990
4-3	Nov. 30, 1990		
4-4	Nov. 30, 1990		
4-5	Nov. 30, 1990		
4-6	Nov. 30, 1990		
4-7	Nov. 30, 1990		
4-8	Nov. 30, 1990		
4-9	Nov. 30, 1990		
4-10	Nov. 30, 1990		
5-1	Nov. 30, 1990		
5-2	Nov. 30, 1990		
5-3	Nov. 30, 1990		
6-1	Nov. 30, 1990		
6-2	Nov. 30, 1990		
6-3	Nov. 30, 1990		
6-4	Nov. 30, 1990		
6-5	Nov. 30, 1990		

SERIAL-No.: _____ Reg.Signs: _____	CONTROL SURFACE DEFLECTIONS 2
Check control surface deflections annually	Date:

RUDDER **Measure at lower edge, Radius _____ mm/in**

	Limit <°>	Actual <°>	Limit mm/in	Actual mm/in
left	26° to 28°			
right	26° to 28°			

AIR BRAKES with flaps in 0° position

Minimum average extension 93 mm / 3.66 in

Actual mm/in L____ /R____ average: _____mm/in

CONTROL SYSTEM FRICTION **Check control surface friction/play annually**

	Limit	Actual <g/lbs>	Point of measurement
Elevator	friction travel max. 16mm/0.63in		upper stick end
Aileron	200-500 gr /0.22-1.102 lbs		30mm/1.2in below stick end
Rudder	maximum 500 gr/ 1.102 lbs		at lower rudder edge

CONTROL SURFACES REAR EDGE PLAY

Fix control stick at neutral position of control surface

Aileron maximum of 1.8 mm/0.071 in left: _____ mm/in

right: _____ mm/in

Elevator maximum of 2.4 mm/0.095 in _____ mm/in

Cross invalid dimensions!

_____

<Stamp> Signature of inspector