



Airworthiness Directive

AD No.: 2018-0032

Issued: 01 February 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

DG FLUGZEUGBAU GmbH

Type/Model designation(s):

LS 4-b sailplanes

Effective Date: 01 March 2018

TCDS Number(s): EASA.A.095

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Air Brake Control Handle – Inspection / Modification

Manufacturer(s):

Rolladen-Schneider Flugzeugbau GmbH, AMS-Flight d.o.o.

Applicability:

LS 4-b sailplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The TN: DG Flugzeugbau GmbH Technical Note (TN) 4048.

Reason:

In-service experience and analysis have determined that any lateral load on the air brake handle directly leads to a load on the air brake junction, possibly affecting the integrity of the riveting and welding of the junction.

This condition, if not detected and corrected, may lead to failure of the riveting or welding of the junction, possibly resulting in reduced air brake control of the sailplane.

To address this potential unsafe condition, DG Flugzeugbau determined that a swivel needs to be installed, similar to the LS 4-a design installation, and published the TN, providing inspection and modification instructions.



For the reason described above, this AD requires a one time inspection of the air brake junction welding for cracks, and of the rivets connecting 4R10-11 and 4R6-72 for any looseness, and modification of the affected air brake control system.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 30 days after the effective date of this AD, inspect the air brake junction and rivets in accordance with the instructions of TN.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, modify the air brake control system in accordance with the instructions of the TN.

Modification:

- (3) Unless accomplished as required by paragraph (2) of this AD, within 4 months after the effective date of this AD, modify the air brake control system in accordance with the instructions of the TN.

Ref. Publications:

DG Flugzeugbau GmbH TN 4048, original issue dated 30 November 2017.

The use of later approved revisions of the above mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: DG Flugzeugbau GmbH, Otto-Lilienthal Weg 2, D-76646 Bruchsal, Germany, Tel.: +49 (0)7251 302 0 150, E-mail: info@dg-flugzeugbau.de

