Subject : Improved canopy jettison

Effectivity Type : LS-Sailplanes
Variant : LS1-f and LS1-f(45), 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 LS1-f 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 LS1-f 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. Manual updates:
   All changes with respect to the installation of the LS-latch are included in the LS1-f Flight Manual and Maintenance Manual, edition May 2011; see TN LS-S-01.
   Pay attention to the changes marked in the right hand margin.
2. Install the LS-latch according to “Working instruction No. 1 of TN 61-LS” and drawing BR-158.
3. Install the spring mechanism for the canopy emergency jettison according to “working instruction no. 2 for TN61-LS Rev. 1”.

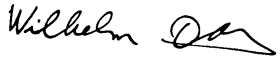
Material :
1. Flight manual, issued May 2011.
2. Maintenance manual, issued May 2011
3. Working Instructions No. 1 for TN 61-LS
4. Drawing BR-262
5. Working instruction no. 2 for TN61-LS Rev. 1
6. For a material list, see drawing BR-158 and “working instruction no. 2 for TN61-LS Rev. 1”.
7. For a list of certified resins and other consumables, see the maintenance manual LS1-f, section 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 manuals will no longer be updated it is mandatory to use the manuals see instruction 1 to operate and maintain the glider after this TN has been performed.

Bruchsal, date:
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