Rolladen Schneider Flugzeugbau GmbH	Technical Bulletin	No. 4o15	Page 1 of 1
			Edition 1.3.83

Subject: Maintenance Manual

Effectivity: Sailplane model LS4

Accomplishment: Optional, immediately during production

Reason: Updating by latest knowledge as well as enlarging tolerances for weight and rear edge weight of the rudder according to Flutter Report LS4, page 7:

Weight up to now 3.7oo kg to 4.1oo kg
8.157 lbs to 9.o39 lbs
from now on 3.7oo kg to 4.5oo kg
8.157 lbs to 9.921 lbs

Rear edge weight up to now ± o.o4o kg, ± o.o88 lbs
from now on −o.o4o to +o.1oo kg
−o.o88 to +o.22o lbs
at a radius of 31o mm, 12.2 in.

Instructions:

1. Exchange the following pages of Maintenance Manual against Edition 1.3.83:
o-1, o-2, 3-2, 6-1, 14-1 to 14-11

1a. Exchange the following pages of Maintenance Manual/ Edition for Italy against Edition 1.3.83:
o-1, o-2, 6-1, 14-1 to 14-11

2. Page 14-6 will be also used for Final Production Inspection.

Weight and Balance: Not affected

Remarks: Pages may be obtained from manufacturer.

Appendix:

Maintenance Manual LS4 page o-2 dated 1.3.83
o-3 dated 1.3.83
3-2 dated 1.3.83
6-1 dated 1.3.83
14-1 to 14-1o dated 1.3.83

Maintenance Manual LS4 Edition for Italy page
o-1 dated 1.3.83
o-2 dated 1.3.83
14-9 to 14-11 dated 1.3.83
14-1 to 14-8 are identical to
and 6-1 general version.

Erstellt: 7. März 83 Ge	Ersetzt:	Geprüft: 07. 3. 83 Wagha

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1o-2	1.1.81	15.12.81					
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15-1	1.1.81						
16-1	1.1.81						

ROUTINE CHECKS cont.

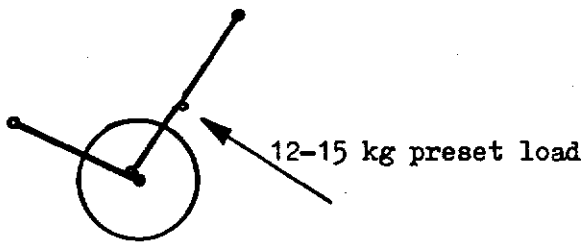
Daily after flight:

1. Remove insects and dust.
2. Remove any moisture in dive brake boxes using sponge.
3. Insure that water ballast system is empty.

Annual:

1. Lubricate various parts according to plan (page 3-3).
2. Protect gelcoat with car polish. This wax film protects gelcoat against embrittlement and cracking due to ultra-violet light. If you use a polishing machine, be careful not to damage anti collision colour marking.
3. Replace gap tape on ailerons' upper side if old tape has shrunk. If you use solvent to remove residual adhesive, be careful not to damage anti collision colour marking. Fresh tape should be attached while ailerons are fully deflected downward. (See also page 13-2)
4. Check colour marking on ball snap joints of aileron and divebrake systems and replace if necessary.
5. Inspect landing gear system for preset load at folding struts of 12-15 kg.
6. Perform annual inspection according to checklist (Chapter 14)

Landing gear system



Extraordinary checks, depending on circumstances (rough landings, ground loops, etc.

1. Landing gear functioning, attachment and preset load 12-15 kg.
2. Landing gear box for damage.
3. Tail skid gluing or tail wheel attachment.
4. Wings, fuselage and tail for damage (Cracks, buckling, compression).
5. Wings flex number.
6. Control surfaces function and deflections.

FLIGHT CONTROL TRAVEL LIMITS



elevator reference point

Elevator: Up 27± 3° = 364± 5 mm (14.33 ± o.2 in)
Down 21± 2° = 245± 5 mm (9.65 ± o.2 in)

Radius 148 mm (5.83 in)

Distance of reference point on fin
3oo mm (11.81 in) at neutral position

Rudder: To both sides 28± 1° = 15o± 1o mm (5.91± o.39 in)
Radius 31o mm (12.2o in)

Dive Brakes: Up not less than 15o mm (5.91 in) at inner lever.

Ailerons: Up 23± 2° = 65± 5 mm (2.56 ± o.2 in)
Down 14± 1° = 4o± 3 mm (1.58 ± o.12 in)
Radius 165 mm (6.5o in)

WEIGHT AND MASS BALANCE OF CONTROL SURFACES

Weight and mass balance should be within given limits for safety against flutter.

	Radius	Horizontal reference line	Weight at rear edge of reference line	All-up weight
Elevator	148 mm 5.83 in	centerline of section	o.33o to o.44o kg o.728 to o.97o lbs	1.41o to 1.9oo kg 3.1o9 to 4.189 lbs
Rudder	31o mm 12.2 in	centerline of section	-o.o4o to o.1oo kg -o.o88 to o.22o lbs	3.7oo to 4.5oo kg 8.157 to 9.921 lbs
Aileron	165 mm 6.5o in	upper side of section	o.6oo to o.8oo kg 1.323 to 1.764 lbs	3.5oo to 5.ooo kg 7.716 to 11.o23 lbs

Measuring Technique: Flight control surface should be attached to bearings without any tension or friction. Weight at rear edge should be measured at level position of reference line.

PLAY OF CONTROL SURFACES

Play should be measured at reference radius with control stick fixed to zero position.

Aileron : 3.o mm (o.118 in) **Elevator : 3.o mm (o.118 in)**

Rudder not affected

Sailplane LS4 Serial Number _____ Reg. Signs _____ Year of Manuf. _____

TB AD	Components Concerned	Date	Steps Modification	Once	periodic	Page No. Time Limit	Page No. Accomplishment Inspector
4oo1	Cerification Netherlands	28.1.81		x			
4oo2	Maintenance Manual Version in German	3o.1.81	Page 6-1 updated	x			
4oo3	Seat		Modification for S/N 4o5o	x			
4oo4 81-112	Conducting connection	31.3.81	Fitting	x			
4oo5 81-113	Air brakes	4.5.81	Modification	x			
4oo6	Seat Belt Harness FAG-7H	21.9.81	Modification			optional	
4oo7	Air brakes	1.2.82	Production Modification	x			
4oo8	Flight Manual in English	2o.8.82	Improvement			opt.	
4oo9	Maintenance Manual	1.1o.82	Improvement			opt.	
4o1o 82-214	Forward trim weight attachment bracket	7.1o.82	Check and modify	x			
4o11	Shoulder strap attachment bracket	6.1.83	Production Modification			opt.	
4o12	Landing gear	26.1.83	Production Modification			opt.	
4o13	Landing gear	17.2.83	Third spring unit			opt.	
82-216	Control cable sleeves		Check	x			
4o14	Water Ballast Bag		Modification	x		opt.	
4o15	Maintenance Manual	1.3.83	Improvement	x		opt.	
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Erstellt 07. März 83 Ke | Ersetzt: | Geprüft: 07. 3. 83 Knapka

Sailplane LS4 Serial Number _____ Reg. Signs _____ Year of Manuf. _____

TB AD	Components Concerned	Date	Steps Modification	Once	periodic	Page No. Time Limit	Accomplishment Inspector
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Serial No.: Reg. Signs:

Operator:

Total flying time since manufacture: _____ Hours with _____ Landings

Flying time since last annual inspection: _____ Hours with _____ Landings

☐ Final Production Inspection ☐ Airworthiness Directive Inspection

☐ Annual Inspection ☐ Repair Inspection

☐ _____ ☐ _____

Sequ. No.	Report or Findings	Remarks	Signed
1.	Check Control Surface Deflections		
2.	Check Operating Instructions according to TCDS		
3.	Check Placards as given in Maintenance Manual		
4.	Minimum Cockpit Load is _____ kg/lbs		
5.	C.G. Release S/N _____ operational until _____		
6.	Wings Flex Number _____ cycles per minute (Fuselage supported in front of landing gear and on tail skid/wheel)		
7.	Airworthiness Directives accomplished:		
8.	Technical Bulletins accomplished:		
9.	TM-AD-Accomplishment List, Maintenance Manual page 14-1/2 updated		

The following reports are valid for this inspection report:

Checklist dated _____ Equipment List dated _____

Inspection Certificate dated _____ Control System Adjustment Report dated _____

Flight Test Report dated _____ Parts Inspection Certificate _____

Findings Report dated _____ Welding Report _____

Weighing Report dated _____ _____

The sailplane is / is not airworthy.

_____ _____

Place and date of Inspection (Stamp) (Signature of Inspector)

Serial No.:	Reg.Signs:	Date:

Component Weights (Check when equipment altered or every fourth year)

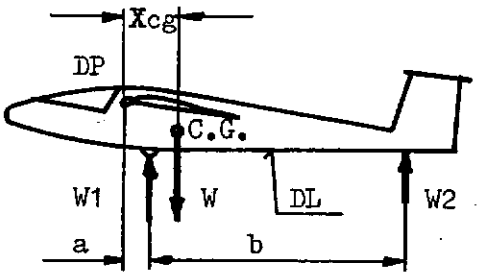
Right Wing			Maximum all-up Weight	472 kg (1o41 lbs)	
Left Wing			Maximum Weight of Non-lifting Parts	23o kg(5o7 lbs	
Fuselage + Equipment + Main Pins + Canopy			Fuselage + Equipment +-Main Pins + Canopy		
Horizontal Tail			Horizontal Tail		
Empty Weight (W)			Maximum Cockpit Load (Pilot + Parachute)		
			Actual Weight of Non-lifting Parts		

Weighing and Empty Weight C.G. Determination (Check when equipment altered or every fourth year)

Technical Data according to Type Certificate Data Sheet:

1. Datum Point (DP): Leading edge of wing at root
2. Datum Line (DL): Under side of fuselage placed horizontal

Empty Weight (W)			Distance from wheel axis to Datum Point DP (a)		
Nett Tail Weight (W2)			Distance from wheel axis to tail support (b)		



$$\frac{W2 \times b}{W} + a = Xcg$$

$$\frac{x}{\quad} + \quad = \quad (\quad)$$

Empty Weight C.G. Range according to Maintenance Manual Chapter 2

from _____ ___ to _____ ___ at Empty Weight (W) _____ ___ yields

permissible Cockpit Load Range from _____ ___ to _____ ___ .

Weighed and calculated C.G. position is within permissible Limits.

Weight and Balance Placard and Minimum Cockpit Load Placard in Cockpit as well as entry in Flight Manual have been checked/updated.

Equipment during weighing/calculation see Equipment List dated: _____

NOTE: See also Maintenance Manual Chapter 2.

State Dimensions used. Redetermine distances a and b, because of possibly altered suspension level.

(Stamp) (Signature of Inspector)

Serial No.:	Reg.Signs:	Date:

Minimum Equipment (Check function annually, calibrate every fourth year)

	Type	Manufacturer	S/N	Installation Position	Examination Certificate	Function
Airspeed Indicator						
Altimeter						
Lap Belt						
Shoulder Strap						
C.G. Release						

Additional for Cloud Flying

Compass, compensated						
Turn and Bank						
Horizon						
Variometer						

Additional Equipment (Check function annually, calibration not required)

Variometer						
Variometer						
Radio						
Speaker						
Microphone						
Battery						
Permanently Fixed Ballast				Forward/Aft NONE		

NOTE: See also Maintenance Manual Chapter 12

(Stamp) (Signature of Inspector)

Serial No.:	Reg.Signs:	Date:

Control Surface Weight and Rear Edge Weight (Check whenever a change is suspected)

	Weight Limits	Actual Weight	Rear Edge Weight Limits	Actual Rear Edge Weight
Left Aileron	3.5oo - 5.ooo kg 7.716 - 11.o23 lbs		o.6oo - o.8oo kg 1.323 - 1.764 lbs	
Right Aileron	3.5oo - 5.ooo kg 7.716 - 11.o23 lbs		o.6oo - o.8oo kg 1.323 - 1.764 lbs	
Elevator	1.41o - 1.9oo kg 3.1o9 - 4.189 lbs		o.33o - o.44o kg o.728 - o.97o lbs	
Rudder	3.7oo - 4.5oo kg 8.157 - 9.921 lbs		-o.o4o - o.1oo kg -o.o88 - o.22o lbs	

Control Surface Deflections (Check annually)

	Up		Down		Radius from Hinge Line
	Limit	Actual	Limit	Actual	
Left Aileron	65 ± 5 mm 2.56 ± o.2o in		4o ± 3 mm 1.58 ± o.12 in		165 mm 6.5o in
Right Aileron	65 ± 5 mm 2.56 ± o.2o in		4o ± 3 mm 1.58 ± o.12 in		165 mm 6.5o in
Elevator	364 ± 5 mm 14.33 ± o.2o in		245 ± 5 mm 9.65 ± o.2o in		148 mm 5.83 in
	Left		Right		
	Limit	Actual	Limit	Actual	
Rudder	15o ± 1o mm 5.91 ± o.39 in		15o ± 1o mm 5.91 ± o.39 in		31o mm 12.2o in

Control System Friction (Check annually)

	Limit	Actual	Point of Measurement
Elevator System	max. o.15o kg o.331 lbs		3o mm 1.18 in from upper control stick end
Aileron System	about o.2oo kg o.441 lbs		3o mm 1.18 in from upper control stick end
Rudder System	about o.5oo kg 1.1o2 lbs		at rudder reference point 31o mm 12.2o in

Play at Control Surface Rear Edge, Control Stick fixed (Check annually)

	Maximum	Actual
Left Aileron	3.o mm o.118 in	
Right Aileron	3.o mm o.118 in	
Elevator	3.o mm o.118 in	

NOTE: See also Maintenance Manual Chapter 6
State Dimensions used !

(Stamp) (Signature of Inspector)

Serial No.:	Reg.Signs:	Date:

Operator:

Pilot: Airfield:

Winch Launch / Aero Tow	Takeoff Time:	Landing Time:

Empty Weight (See valid Weighing Report)	Removable Trim Ballast Weight
Pilot + Parachute Weight	Total Flying Weight
Battery Position	

FINDINGS Mark as follows: 0 = not available
+ = without objections
– = objections, specify at end

1. On Ground	Safety Harness ☐	Pedal Adjustment ☐	Visibility ☐
	Seat Adjustment ☐	Canopy Locking ☐	Ventilation ☐
	Handles ☐	Control System ☐	

2. Takeoff	Tow altitude ☐ Tow speed ☐ IAS	Handling ☐
3. Tow Release	automatic release manual release	☐ ☐
4. Instrumentation function		☐
5. Radio function	before Takeoff ☐ during Flight ☐	☐
6. Slow Flight	Stalling Speed ☐ IAS	☐
7. Normal Flight, Controls free, trimmed to 1.4 x Stalling Speed		☐
8. Speed indicated with neutral trim position and Controls free ☐		☐
9. Trim operation from ☐ IAS to ☐ IAS		☐
10. Straight Flight at 80 km/h ☐ 120 km/h ☐ 200 km/h ☐		☐
11. Circling Flight		☐
12. Effectiveness of Controls	Elevator	☐
	Rudder	☐
	Ailerons	☐
13. High Speed Flight up to ☐ IAS, be alert to flutter !		☐
14. Landing Gear Operation		☐
15. Air Brake Operation, Effectiveness and Forces		☐
16. Sideslip and Landing (with/without airbrakes)		☐

Remarks: Unless otherwise stated, all speeds in Km/h, weights in Kg, altitudes in m .

Cross out invalid statements

Sailplane regarding operation allright
Allright after accomplishing complaints
New Flight Test necessary

(Place) (Signature of Pilot)

Erstellt: 07. März 83 Le	Ersetzt:	Geprüft: 28. 2. 83 Knapka

Approved Repair Station	Date:	
	Serial No.:	Page of
Type:	Reg. Signs:	
Operator:		

Sequ. No.	Report	Accomplishment and Remarks		Sign.

Report filed by:	Approved: Place: _____ Date: _____ Stamp _____ Signature

ANNUAL INSPECTION CHECKLIST

SERIAL NUMBER: _____

WING UNIT

- ☐ Serial no.
- ☐ Finish
- ☐ Spar
- ☐ Root ribs
- ☐ Root rib pins
- ☐ Water tanks
- ☐ Drain holes
- ☐ Aileron
- ☐ Divebrakes
- ☐ Connecting means
- ☐
- ☐ Aileron drive
- ☐ bearings
- ☐ sideways bearing play
- ☐ gap taping
- ☐ stop
- ☐ ball head
- ☐ LS-sleeve
- ☐ ventilation
- ☐ Aileron-wing lateral gaps
- ☐
- ☐ Cracks
- ☐ Compression or buckling
- ☐
- ☐ Divebrake bearings
- ☐ cover springing
- ☐ ball head
- ☐ LS-sleeve
- ☐
- ☐ Main pins No.
- ☐ Main pins
- ☐
- ☐

HORIZONTAL TAIL UNIT

- ☐ Serial No.
- ☐ Finish
- ☐ Sandwich shell
- ☐ Stabilizer ventilation
- ☐ Elevator ventilation
- ☐ Elevator drive
- ☐ Bearings
- ☐ Connection to fuselage
- ☐ Conneting means
- ☐ Gap taping
- ☐
- ☐

FUSELAGE

- ☐ Serial No.
- ☐ Finish
- ☐ Shell
- ☐ Cracks in shell
- ☐ Drain holes
- ☐ Rudder mounting
- ☐ Stabilizer mounting
- ☐ Bushes for wing root pins
- ☐ Cockpit
- ☐ Seat
- ☐ under seat
- ☐ Control stick
- ☐ Elevator drive under seat
- ☐ Aileron ball snap joint coupling
- ☐ Divebrake ball snap joint coupling
- ☐ Trim control
- ☐ Trim locking lever
- ☐ Pedals
- ☐ Pedal adjustment
- ☐ Rudder cables
- ☐ Turnbuckle locking
- ☐ Earth connections
- ☐ Water ballast system
- ☐ Cockpit ventilation system
- ☐ Backrest adjustment
- ☐ Connecting means
- ☐

CANOPY

- ☐ Canopy locking mechanism
- ☐ emergency release
- ☐ window
- ☐
- ☐

RUDDER

- ☐ Finish
- ☐ Shell
- ☐ Rudder ventilation
- ☐ Rudder drive
- ☐ Bearings
- ☐ Connecting means
- ☐
- ☐

LANDING GEAR

- ☐ Undercarriage and axle
- ☐ Tyre
- ☐ Springing
- ☐ Pneumatic spring
- ☐ Damper
- ☐ Preset load at folding strut
- ☐ Doors
- ☐ Bearings and joints
- ☐ Drive rod
- ☐ Connecting means
- ☐ Locking
- ☐ Overcenter
- ☐ Wheel brake system
- ☐ C.G. release fitting
- ☐

Inspection Date _____

Inspector's signature _____

ANNUAL INSPECTION CHECKLIST cont.

SERIAL NUMBER: _____

EQUIPMENT

- ☐ Minimum Instrumentation
- ☐ Additional Instrumentation
- ☐ Operating range
- ☐ Limit marks
- ☐ Vacuum bottles
- ☐ Function of instrumentation
- ☐ Tubing
- ☐ Total energy unit
- ☐ Pitot system free of leaks
- ☐ Static systems free of leaks
- ☐ T.E. system free of leaks
- ☐ Electrical wiring
- ☐ Battery and fitting
- ☐ Radio
- ☐ Antenna system
- ☐ Communication check
- ☐ Compass deviation list
- ☐
- ☐ Seat belt harness
- ☐ Nose release
- ☐ Weight and balance plan
- ☐ Data placard
- ☐ Cockpit placards
- ☐ Baggage compartment cover
- ☐ Colour marking at ball snap joints
- ☐
- ☐

GENERAL

- ☐ Checklist
- ☐ Fireproof type placard
- ☐ Minimum cockpit load placard
- ☐ Registration numbers
- ☐ Nationality marks
- ☐ Anti-collision marking
- ☐
- ☐
- ☐ Logbook
- ☐ Flight Manual
- ☐ Maintenance Manual
- ☐ Airworthiness directives
- ☐
- ☐ Inspection for foreign bodies
- ☐
- ☐ Logbook notation
- ☐ Flight manual notation page 1-7
- ☐ Minimum cockpit load placard notation
- ☐ Weight and balance plan notation
- ☐

ADJUSTMENT

- ☐ Wings and horizontal tail
- ☐ Play at root ribs
- ☐ Zero setting of control surfaces
- ☐ Control surfaces deflections
- ☐ Divebrake deflection
- ☐ Wheel brake
- ☐ Trim control and locking
- ☐ Nose release
- ☐ C.G. release
- ☐ Automatic C.G. release
- ☐ Water ballast discharge
- ☐ Aileron differentiation
- ☐

Mark as follows:

o for not existing
\+ for no faults
/ for defective, specify separately

Inspection Date _____

Inspector's signature _____

Measurement of Control Surface Weight and Rear Edge Weight:

Measurement of Control System Friction:

Control Surface Rear Edge Play:

(See also pages 6-1 and 14-6)

ANNUAL INSPECTION CHECKLIST cont. SERIAL NUMBER:_____

Control System Deflections

Ailerons up 65 ± 5 mm left:_____ right:_____
2.56 ± o.2 in

down 4o ± 3 mm left:_____ right:_____
1.58 ± o.12 in

Radius 165 mm (6.5o in)

Elevator up 364 ± 5 mm _____
14.33 ± o.2 in

down 245 ± 5 mm _____
9.65 ± o.2 in

Radius 148 mm (5.83 in)
Distance of reference point on fin 3oo mm (11.81 in) at neutral position (See also page 6-1).

Rudder to both sides 15o ± 1o mm left:_____ right:_____
5.91 ± o.39 in

Radius 31o mm (12.2o in)

Divebrakes up not less than 15o mm (5.91 in) at inner lever
left:_____ right:_____

Wings flex number _____/minute, support fuselage 3oo mm (11.8 in) in front of landing gear and at tail skid or wheel

Date of equipment list:_____

Date of C.G. weighing :_____

Nose release No._____ operating limit until:_____

C.G. release No._____ operating limit until:_____

Total flying time:_____ Flying time since last annual inspection:_____

Total No. of landings:_____ Landings since last annual inspection:_____

FAULT SPECIFICATION

Inspection Date _____

Inspector's signature _____

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ANNUAL/1oo Hours INSPECTION CHECKLIST

SERIAL NUMBER: _____

WING UNIT
- ☐ Serial no.
- ☐ Finish
- ☐ Spar
- ☐ Root ribs
- ☐ Root rib pins
- ☐ Water tanks
- ☐ Drain holes
- ☐ Aileron
- ☐ Divebrakes
- ☐ Connecting means
- ☐
- ☐ Aileron drive
- ☐ bearings
- ☐ sideways bearing play
- ☐ gap taping
- ☐ stop
- ☐ ball head
- ☐ LS-sleeve
- ☐ ventilation
- ☐ Aileron-wing lateral gaps
- ☐
- ☐ Cracks
- ☐ Compression or buckling
- ☐
- ☐ Divebrake bearings
- ☐ cover springing
- ☐ ball head
- ☐ LS-sleeve
- ☐
- ☐ Main pins No.
- ☐ Main pins
- ☐
- ☐

HORIZONTAL TAIL UNIT
- ☐ Serial No.
- ☐ Finish
- ☐ Sandwich shell
- ☐ Stabilizer ventilation
- ☐ Elevator ventilation
- ☐ Elevator drive
- ☐ Bearings
- ☐ Connection to fuselage
- ☐ Conneting means
- ☐ Gap taping
- ☐
- ☐

FUSELAGE
- ☐ Serial No.
- ☐ Finish
- ☐ Shell
- ☐ Cracks in shell
- ☐ Drain holes
- ☐ Rudder mounting
- ☐ Stabilizer mounting
- ☐ Bushes for wing root pins
- ☐ Cockpit
- ☐ Seat
- ☐ under seat
- ☐ Control stick
- ☐ Elevator drive under seat
- ☐ Aileron ball snap joint coupling
- ☐ Divebrake ball snap joint coupling
- ☐ Trim control
- ☐ Trim locking lever
- ☐ Pedals
- ☐ Pedal adjustment
- ☐ Rudder cables
- ☐ Turnbuckle locking
- ☐ Earth connections
- ☐ Water ballast system
- ☐ Cockpit ventilation system
- ☐ Backrest adjustment
- ☐ Connecting means
- ☐

CANOPY
- ☐ Canopy locking mechanism
- ☐ emergency release
- ☐ window
- ☐
- ☐

RUDDER
- ☐ Finish
- ☐ Shell
- ☐ Rudder ventilation
- ☐ Rudder drive
- ☐ Bearings
- ☐ Connecting means
- ☐
- ☐

LANDING GEAR
- ☐ Undercarriage and axle
- ☐ Tyre
- ☐ Springing
- ☐ Pneumatic spring
- ☐ Damper
- ☐ Preset load at folding strut (See page 3-2)
- ☐ Doors
- ☐ Bearings and joints
- ☐ Drive rod
- ☐ Connecting means
- ☐ Locking
- ☐ Overcenter
- ☐ Wheel brake system
- ☐ C.G. release fitting
- ☐

Inspection Date _____

Inspector's signature _____

ANNUAL/1oo Hours INSPECTION CHECKLIST cont. SERIAL NUMBER:_____

EQUIPMENT

- ☐ Minimum Instrumentation
- ☐ Additional Instrumentation
- ☐ Operating range
- ☐ Limit marks
- ☐ Vacuum bottles
- ☐ Function of instrumentation
- ☐ Tubing
- ☐ Total energy unit
- ☐ Pitot system free of leaks
- ☐ Static systems free of leaks
- ☐ T.E. system free of leaks
- ☐ Electrical wiring
- ☐ Battery and fitting
- ☐ Radio
- ☐ Antenna system
- ☐ Communication check
- ☐ Compass deviation list
- ☐
- ☐ Seat belt harness
- ☐ Nose release
- ☐ Weight and balance plan
- ☐ Data placard
- ☐ Cockpit placards
- ☐ Baggage compartment cover
- ☐ Colour marking at ball snap joints
- ☐
- ☐

GENERAL

- ☐ Checklist
- ☐ Fireproof type placard
- ☐ Minimum cockpit load placard
- ☐ Registration numbers
- ☐ Nationality marks
- ☐ Anti-collision marking
- ☐
- ☐
- ☐ Logbook
- ☐ Flight Manual
- ☐ Maintenance Manual
- ☐ Airworthiness directives
- ☐
- ☐ Inspection for foreign bodies
- ☐
- ☐ Logbook notation
- ☐ Flight manual notation page 1-7
- ☐ Minimum cockpit load placard notation
- ☐ Weight and balance plan notation
- ☐

ADJUSTMENT

- ☐ Wings and horizontal tail
- ☐ Play at root ribs
- ☐ Zero setting of control surfaces
- ☐ Control surfaces deflections
- ☐ Divebrake deflection
- ☐ Wheel brake
- ☐ Trim control and locking
- ☐ Nose release
- ☐ C.G. release
- ☐ Automatic C.G. release
- ☐ Water ballast discharge
- ☐ Aileron differentiation
- ☐

Mark as follows:

o for not existing
\+ for no faults
/ for defective, specify separately

Inspection Date _____

Inspector's signature _____

Measurement of Control Surface Weight and Rear Edge Weight:

Measurement of Control System Friction:

Control Surface Rear Edge Play:

(See also pages 6-1 and 14-6)

ANNUAL/1oo Hours INSPECTION CHECKLIST cont. SERIAL NUMBER:_____

Control System Deflections

Ailerons up 65 ± 5 mm left:_____ right:_____
2.56 ± o.2 in

down 4o ± 3 mm left:_____ right:_____
1.58 ± o.12 in

Radius 165 mm (6.5o in)

Elevator up 364 ± 5 mm _____
14.33 ± o.2 in

down 245 ± 5 mm _____
9.65 ± o.2 in

Radius 148 mm (5.83 in)
Distance of reference point on fin 3oo mm (11.81 in) at neutral position (See also page 6-1).

Rudder to both sides 15o ± 1o mm left:_____ right:_____
5.91 ± o.39 in

Radius 31o mm (12.2o in)

Divebrakes up not less than 15o mm (5.91 in) at inner lever
left:_____ right:_____

Wings flex number _____/minute, support fuselage 3oo mm (11.8 in) in front of landing gear and at tail skid or wheel

Date of equipment list:_____

Date of C.G. weighing :_____

Nose release No._____ operating limit until:_____

C.G. release No._____ operating limit until:_____

Total flying time:_____ Flying time since last annual inspection:_____

Total No. of landings:_____ Landings since last annual inspection:_____

FAULT SPECIFICATION

Inspection Date _____

Inspector's signature _____