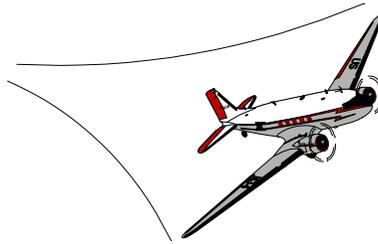


SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department
of Transportation
**Federal Aviation
Administration**

AIRCRAFT CERTIFICATION SERVICE
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SAIB's are posted on the internet at <http://av-info.faa.gov>

This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

Introduction:

The purpose of this Special Airworthiness Information Bulletin (SAIB) is to provide safety information to Rolladen Schneider Models LS-6a and LS-6b sailplane owners on the following:

- Flaperon Control Connections

Background:

The FAA has assessed a potential safety problem that may occur on the Rolladen Schneider Models LS-6a and LS-6b sailplanes. There have been accidents that have been attributed to incorrect L'Hotellier ball and swivel joint flaperon connections that led to uncontrolled flight conditions.

Safety Issue:

The potential safety issue that may arise stems from an incomplete L'Hotellier ball and swivel joint flaperon connection. This condition occurs when the socket (fuselage part) is partially placed on the ball (wing part). When the threaded "LS Safety Sleeve" is spun, with the intent of covering the whole connection, it stops at the ball and jams against it instead of stopping at the end of its threaded travel.

The FAA issued Airworthiness Directive (AD) 97-08-06R1 applicable to L'Hotellier connectors. The Rolladen Schneider Models LS-6a and LS-6b were not listed in this AD because these sailplanes do not have a United States Type Certificate. This safety issue however, is the same whether or not the sailplanes are type certificated. The German Luftfahrt-Bundesamt (LBA) has also issued an AD regarding the L'Hotellier connectors. A copy of both the U.S. AD and the LBA AD are enclosed for your review and information.

For copies of referenced documents, contact: Mike Kiesov, Aerospace Engineer/Pilot, FAA, Small Airplane Directorate, 1201 Walnut, Suite 900, Kansas City, Missouri, 64106; telephone (816) 426-6934; Facsimile (816) 426-2169.

There have been several conscientious sailplane pilots who have sent helpful suggestions on this safety issue. Enclosed is a copy of an article from Mr. Tillmann Streckner describing a rigging technique he developed using a "Braille" method. A copy of an article from Mr. Karl Striedieck is also enclosed. The following is a summary from Karl Striedieck's article:

- If you own an LS-6a or LS-6b, become very serious about this part of your assembly.
- Keep your mirrors clean and always look at the hookup.
- Keep the L'Hotellier connection clean and lubricated so that the spring latch and capture cup work easily. Do not use sticky grease or anything that will collect dirt or dry out. Do this at least twice a year whether it needs it or not.
- After the connection is made, attempt to "rip" it off by simultaneously lifting hard and rotating back and forth the fuselage portion of the rod (not the wing push rod portion).
- Know what to do in-flight if you have a disconnect. As the factory flight manual says, you must immediately set negative flaps to regain roll control if this happens. Put this on your pre-take off checklist and be ready to act NOW.
- Pass this on to LS-6a and LS-6b, owners who might not see it here. Pass it on to the next owners of these ships. Never get complacent about this connection.

Locking Devices/Systems:

LBA AD 1993-001/3 has figures of various approved safety systems. There are pros and cons to each type of safety system. It is very important to note that all of the safety systems are not foolproof. The pilot MUST STILL verify that the L'Hotellier ball and socket connector is properly in place and the securing system is properly secured.

FAA Position:

Please Remember -- Take this portion of your rigging procedure very seriously. The FAA recommends that you always use an inspection mirror to visually **VERIFY** that the ball and socket have been properly connected and the safety device is properly secured, regardless of the kind of safety device used.

General Information:

The FAA provides this information as a courtesy to operators of the Rolladen Schneider Models LS-6a and LS-6b owners/operators because this is a known safety issue. The FAA does not issue Airworthiness Directives for sailplanes that do not have a U.S. type certificate. This safety issue will not be tracked or enforced by the FAA. Furthermore, the FAA will not use an SAIB to track all safety related items for non-type certificated products.

For Further Information Contact:

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