Airworthiness Directive

AD No.: 2022-0230

Issued: 28 November 2022

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Change Approval Holder's Name:

INGENIEURBÜRO CALSBACH UG

Modification(s):

L´Hotellier Connectors exchange on LS4 and LS6 series sailplanes

Effective Date:	12 December 2022
EASA STC Number(s):	Supplemental Type Certificate (STC) 10070970
Foreign AD:	Not applicable
Supersedure:	None

ATA 27 – Flight Controls – Aileron and Airbrake Control Rod Connecting Devices – Replacement

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Manufacturer(s):

DG Aviation GmbH, formerly DG-Flugzeugbau GmbH (for the modification kits);
Rolladen-Schneider Flugzeugbau GmbH, AMS-Flight d.o.o. (for the sailplanes)

Applicability:

DG Aviation LS4, LS4-a, LS6, LS6-a and LS6-b sailplanes, all serial numbers on which EASA Supplemental Type Certificate (STC) 10070970 at original issue or at Revision 1 has been embodied.

Definitions:

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

Affected parts: The (two) aileron control rod connecting devices, having Part Number (P/N) R13-72, and the (two) air brake control rod connecting devices, having P/N R13-73.

The SB: Ingenieurbüro Calsbach UG Service Bulletin (SB) SB STC 10070970-1.

Reason:

An occurrence was reported on an LS4 sailplane, of finding a broken connecting device of the airbrake control rod, in the area of the wing root rib. Analysis revealed that the rupture was caused

by incorrect assembly, whereby the thread was drilled off-centre. Since it cannot be ruledout that the threads for the ball heads on other sailplanes have been wrongly drilled, thus resulting in an incorrect assembly, and also considering that a similar design is applied for the (two) connecting devices of the aileron control rod(s), the investigation determined that an unsafe condition could exist on all LS4, LS4-a, LS6, LS6-a and LS6-b sailplanes with EASA STC 10070970 embodied.

This condition, if not corrected, could lead to disconnection of an airbrake control rod and/or an aileron control rod, possibly resulting in loss of control of the sailplane.

To address this potential unsafe condition, Ingenieurbüro Calsbach issued the SB, as defined in this AD, providing instructions for the replacement of all affected connection devices with new parts, which can be identified by not having external threads.

For the reasons described above, this AD requires replacement of all affected parts, in accordance with the instructions of the SB.

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

Required as indicated, unless accomplished previously:

Replacement(s):
Within 60 days after the effective date of this AD, or before next flight, whichever occurs later, replace the (4) affected parts, as defined in this AD, with new (not previously installed) parts in accordance with the instructions of the SB.

Ref. Publications:

Ingenieurbüro Calsbach UG SB STC 10070970-1 original issue dated 09 August 2022.

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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be

installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Ingenieurbüro Calsbach UG, Pestalozzistr. 29, 52531 Übach-Palenberg, Germany; Telefon: +49 2451 9107366, Mobil: +49 173 5135588; E-mail: calsbach@camo-europe.aero.