


EASA	AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-124</p> <p>Date: 16 December 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Type Approval Holder's Name:</p> <p>DG Flugzeugbau GmbH</p>	<p>Type/Model designation(s):</p> <p>LS10 sailplanes.</p>
<p>TCDS Number: EASA.A.157</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 41	Waterballast – Fin Water Tank Valve Springs - Replacement
Manufacturer(s):	DG-Flugzeugbau GmbH
Applicability:	LS10-s and LS10-st sailplanes, all serial numbers.
Reason:	<p>Stress corrosion has been reportedly found in the zinc plated compression springs of a fin water tank valve, installed on an LS10-s sailplane.</p> <p>The investigation has shown that if one and/or both fin tank valve springs fail, the water tank valve might not open or not open completely, which could cause a displacement of the sailplane centre of gravity. The design of the fin water tank valve springs is common to both the LS10-s and LS10-st sailplanes.</p> <p>This condition, if not detected and correct, could result in loss of control of the sailplane.</p> <p>To correct this unsafe condition, DG Flugzeugbau has developed a modification which consists in the replacement of the fin water tank valve zinc plated spring with a spring made of stainless steel.</p> <p>For the reasons described above, this AD requires the replacement of the two fin water tank valve springs with stainless steel springs, P/N 45000699.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before the next use of the water ballast system, or during the next annual inspection, whichever occurs first after the effective date of this AD, replace the two zinc plated springs of the fin water tank valves with stainless steel springs, P/N 45000699, in accordance with the instructions of DG-Flugzeugbau Technical note No. TN LS10-01.</p> <p>(2) From the effective date of this AD, do not install zinc plated springs on the fin water tank valve of any sailplane.</p>
Ref. Publications:	<p>DG Flugzeugbau Technical Note No. LS10-01 dated 22 October 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 13 January 2011. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: DG-Flugzeugbau GmbH Otto-Lilienthal-Weg 2, D 76 646 Bruchsal, Germany Tel.: +49 7251 3020 140 / Fax: +49 7251 3020 149