

Subject: Jamming of air brakes in extended position.

Effectivity: **All LS3 models, all serial numbers (454, 3000 to 3468)**  
(Versions LS3, LS3-a and LS3-17)

Accomplishment: Before next flight

Reason: Contrary to procedures outlined in Flight Manual, water entering air brake boxes is not always removed after flight. This water causes corrosion at air brake levers.

Long time corrosion at bearings may result in such excessive play, that in one case air brakes could **not be retracted during approach to landing**.

Material and Instructions: **To be checked by the operator:**

1. Check air brake levers in wing for corrosion at lower end.
2. Check air brakes for jamming/locking during retracting under load: Simultaneously apply about 25 kg <55 lbs> to the rear at each lever without twisting upper member and retract.
3. Shorten lower member at outer end such, that in retracted position the outer end distance from outer bolt of cover blade is between 10 to 20 mm <0.4 to 0.8 in> (Assemble washers/bushes as found during disassembly; use new self-locking nuts 6 mm thread M6 according to LN 9348 or M6-8 according to DIN 985, width over flats 10 mm).
4. Add the following page to the Maintenance Manual:  
LS3 page 14-6  
LS3-a page 14-4  
LS3-17 page 14-4

**To be performed by repair station / inspector:**

5. When under the load according to item 2 any kind of jamming on wing occurs, bearings must be replaced according to repair instruction "Air Brake Levers" immediately.
6. With corrosion existent, but no jamming, bearings must be changed within 6 months.

Weight and Balance: Not affected.

Remarks: Accomplishment of items 1 to 4 by operator. Without negative findings, the inspection should be entered into logbook by the operator and acknowledged by inspector during next annual inspection.  
Accomplishment of items 5 to 6 by national authority approved repair station.

Accomplishment must be entered into TB-AD-Accomplishment List in Maintenance Manual.

LBA-approved:



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Prepared:  
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Verified: