

Subject: Jamming of air brakes in extended position.

Effectivity: **All LS8 models, all serial numbers.**
(Versions LS8, LS8-a and LS8-18)

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. Add page 14-12 to annual Inspection Checklist. (For LS8-a a new manual incorporating relevant pages is about to be released, the same applies to the coming LS8-18 manuals).

To be performed by repair station / inspector:

4. 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.
5. With corrosion existent, but no jamming, bearings must be changed within 6 months.

Weight and Balance: Not affected.

Remarks: Accomplishment of items 1 to 3 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 4 to 5 by national authority approved repair station.

Accomplishment must be entered into TB-AD-Accomplishment List in Maintenance Manual and signed by inspector.

LBA-approved:



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Prepared:
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Verified: