

Canopy release systems and adjustments on annual inspection.

An Airworthiness officer reported, that during a recent Form 2 Inspection of an LS7 sailplane emergency release test of its canopy failed. The force required to activate the release was well beyond the upper limit specified in the manufacturer's manual. The emergency release force can be adjusted by varying the length of a pin which increases/decreases the pressure between the locking bar and its bearing plate. It took several adjustments of the pin to bring the release force to within the manufacture's specification.

The inspector took the opportunity to check other LS aircraft (LS6's) which had the same release mechanism as the LS7 and found one of them that the release could not be activated from within the cockpit, with the cockpit locked down. In the second case the release force was negligible and according to the owner he had on occasion accidentally released the canopy. Both releases were subsequently adjusted to the manufacturer's specification. The adjustment was made within 15 minutes. It does however require two people; one seated within the cockpit to pull the release and the other outside to at first hold the nose of the canopy and then to take hold of the canopy after it released.

Airworthiness Inspectors are reminded of the importance of the canopy emergency release test being carried out when the canopy is in the locked down position and the release is activated from within the cockpit.

The airworthiness Department will be issuing a detailed Alert in due course.