

## Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
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Current AD's available on LBA web site. [www.lba.de](http://www.lba.de)

Airworthiness Directives indicated "I" are for information and can be considered as embodied on pre 9/2003 BGA aircraft. Aircraft imported into the UK after 9/2003 require all AD's to be embodied as applicable.

Schleicher TN's can be viewed at [http://www.alexander-schleicher.de/index\\_e.htm](http://www.alexander-schleicher.de/index_e.htm) All Technical notes should be reviewed to determine applicability.

### Schleicher General

M	Structure	Structural inspection 5 year repeat due	BGA 042/07/2004 issue 3	2-2009
M	Elevator control	Bent elevator control arms now extended to all types with plate alloy elevator arms and Inspection requirements clarified	BGA 004/08/2000 issue 2	5-2009

### Rhönlerche II ("Ka 4") (Brief descriptions translated from German text. See AD for full details)

I	Controls	Tail plane pins, add. control pulleys, cable guide	AD 12, TN 4b	
M	Landing gear	Suspension and reinforcement to rib and wing spar	AD 12, TN 5	11/77 & 01/78
I	Controls	Inspection after hard landing	AD 8, TN 6	
I	Controls	Upper rudder hinge bracket reinforcement	AD 10, TN 8	
I	Wings	Reinforcement of nose rib 4 and spar cap strip	AD 14, TN 8	
I	Controls	Free movement of the elevator control cable	AD 5/62, TN 9	
I	Controls	Inspection of rear control column	AD 2/63, TN 10	
I	Controls	Aileron mass balance	AD 4/67, TN 12	
M	Controls	Control column reinforcement	AD 75-166, TN 13	02/78 & 10/75
M	Controls	Control cable clevis	AD 77-286, TN 14	02/78 & 11/77
M	Controls	Cable inspections Nicropress sleeves	AD 82-216	
M	Structure	Structural inspections Part 1 compliance by 01/10/04, Part 2 & 3 by next C of A introduction of 5 year repeat inspection	BGA 042/07/2004 issue 3	1-2006
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 1	08/04

### Ka-6 series (except K6E) (Brief descriptions translated from German text. See AD for full details)

## Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
I	Tail plane	Tail plane locking pins (K6 & Ka6B)	AD 1960-007, TN 2/1	
I	Structure	Inspection for shrinkage cracks (Ka6 & Ka6B)	AD 1960-007, TN 2/2	
I	Wings	Web reinforcement of the outer wing spar	AD 1960-005, TN 3	
I	Controls	Elevator brackets	AD 1962-002	
I	Controls	Additional elevator push rod bracket	AD 1962-004	
I	Controls	Reinforcement of air brake push rod	AD 7/62, TN 7	
M	Controls	Elevator No 1 rib inspection	AD 72-7/3, TN 21	
M	Controls	Cable inspections Nicropress sleeves	AD 82-216	
M	Controls	Elevator drive engagement check	BGA 003/08/2000	08/00
M	Structure	Structural inspections Part 1 compliance by 01/10/04, Part 2 & 3 by next C of A introduction of 5 year repeat inspection	BGA 042/07/2004 issue 3	1-2006
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 1	08/04
M	Flight controls	Elevator trim tab control horn end rib inspection	BGA 045/07/2005 issue 1	
R	Flight controls	Elevator central support bracket inspection	TN 25	3-2010

### K6 E (All flying tail plane)

I	Wings	Web reinforcement of the outer wing spar	AD 1960-005, TN 3	
I	Controls	Reinforcement of air brake push rod	AD 7/62, TN 7	
I	Systems	Attachment of variometer flasks	AD 68-109, TN 17	
M	Controls	Extension of spar tube in the all flying tail plane	AD 70-86, TN 18	
M	Controls	Cable inspections Nicropress sleeves	AD 82-216	
M	Structure	Structural inspections Part 1 compliance by 01/10/04, Part 2 & 3 by next C of A introduction of 5 year repeat inspection	BGA 042/07/2004 issue 3	1-2006

### K6 In Service Reports (Advisory)

Wing ribs 1 & 2	inspect for cracks	03/82 & 10/80
Tail plane front mounting	damaged by carrying handle - delete handle	06/83
Elevator drive rod	damaged near elevator by misrigging	06/83
Tail plane rear mounting	cracked & worn fittings, loose & corroded bolts	06/96, 04/94 & 06/91
Canopy catch	insecure	06/94
Trim spring & lower mounting	bracket corroded/cracked – inspect	06/86
Airbrake paddles delaminated	bolt and glue paddles to aluminium parts	BGA

## Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
	Tail plane insecure	reinforce/repair mounting as necessary		04/87
	Air brakes	Cracks in air brake aperture		02/00
	Elevator trim	<u>Split pin and washer missing from control inside fuselage</u>		

**K-7** (Brief descriptions translated from German text. See AD for full details)

I	Wings	Web reinforcement of the outer wing spar	AD 5, TN 2	
I	Controls	Exchange of the middle elevator hinge bracket	AD 15, TN 3	
I	Structure	Steel tube reinforcement	AD 19, TN 4	
I	Controls	Additional elevator push rod bracket	AD 4/62, TN 7 & TN 8	
I	Controls	Inspection of rear control column	AD 2/63, TN 10	
M	Controls	Elevator rib 1 inspection	AD 72-7/3, TN 18	
M	Controls	Cable inspections Nicropress sleeves	AD 82-216	
M	Rear stick	comes out of mounting lock into place		04/83
M	Canopy	Strap fouls rear stick/brake lever. Fit secondary strap.		
M	Controls	Elevator drive engagement check	BGA 003/08/2000	08/00
M	Structure	Structural inspections Part 1 compliance by 01/10/04, Part 2 & 3 by next C of A introduction of 5 year repeat inspection	BGA 042/07/2004 issue 3	1-2006
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 1	08/04
M	Flight controls	Elevator trim tab control horn end rib inspection	BGA 045/07/2005 issue 1	
R	Flight controls	Elevator central support bracket inspection	TN 22	3-2010

### **K7 In Service Reports (Advisory)**

	Fuselage centre section	cracks in welds		06/85
	Rear canopies detach in flight	locating lugs removed or badly worn		02/87 & 08/91
	Rudder cable	may catch under rear airbrake pivot nut, fit guard if necessary		12/99
	Air brake pivots	Pivot bolts may migrate if not locked		02/00
	Jammed open in flight	Control stop jumped past stop tube		02/01

**K-8** (Brief descriptions translated from German text. See AD for full details)

I	Wings	Web reinforcement of the outer wing spar	AD 5, TN 1	
I	Weight and balance	Trim weights	AD 13, TN 2	
I	Controls	Exchange of the middle elevator hinge bracket	AD 17, TN 3	

## Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
I	Controls	Additional elevator push support	AD 4/62, TN 6 & TN 7	
I	Controls	Reinforcement of air brake push rod	AD 2-62/2 & 70-50, TN 8, 9 & 10.	
M	Controls	Elevator rib 1 inspection	AD 72-7/3, TN 23	
M	Canopy	Latch inspection	AD 80-158, TN 21	08/80 & 07/76
M	Controls	Cable inspections Nicropress sleeves	AD 82-216	
M	Various	canopy cord, rudder pedals, elevator control, Fuselage tubes		
		Manual amendments, wing pin diameter	AD 96-005, TN 24	04/96
M	Elevator drive	Inspection of engagement	BGA 003/08/2000 Iss. 1	08/00
M	Structure	Structural inspections Part 1 compliance by 01/10/04, Part 2 & 3 by next C of A		
		introduction of 5 year repeat inspection	BGA 042/07/2004 issue 3	1-2006
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 1	08/04
M	Flight controls	Elevator trim tab control horn end rib inspection	BGA 045/07/2005 issue 1	
R	Flight controls	Elevator central support bracket inspection	TN 28	3-2010

### **K8 and K18 In Service Reports (Advisory)**

Wing ribs 1&2	inspect for cracks	10/80
Control system	lower mounting in fuselage centre - cracked - inspect	03/82
Seat back to be fitted (K-8)	to prevent parachute catching between tubes	11/82
Elevator hinge pins	not secure - inspect	12/86
Rudder cables	fouling elevator rod	02/92
Elevator hinge	cracked	06/92
Tail plane mountings	cracked and corroded	04/93
Fuselage tubes	X-ray inspection is possible	04/97
Elevator push rod	check for bending	04/96 & 04/97
Elevator control (K8)	Operating bearing fitted to incorrect holes in operating arms.	1-2007
<a href="#">Wings</a>	<a href="#">Balsa wood packing found inside wing</a>	<a href="#">4-2011</a>

### **ASK-13 series** (including Jubi GmbH aircraft)

I	Controls	Installation of additional fairlead in the rudder cables	AD 1/68, TN 1
I	Controls	Installation of additional fairlead in the brake cable	AD 68/53, TN 2
I	Landing gear	Installation of buffer plates	AD 68/110, TN 3
M	Controls	Cable inspections Nicropress sleeves	AD 82-216

## Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
M	Controls	Elevator rib 1 inspection	AD 72-7/3, TN 12	
M	Wings	Inspection of main fittings	AD 91-144, TN 13	
M	Controls	Inspection of airbrake bearing brackets	AD 91-173, TN 14	
M	Rear stick	comes out of mounting lock into place		04/83
M	Canopy	Strap fouls rear stick/brake lever. Fit secondary strap.		
M	Elevator	Inspection for bent elevator arms	BGA 004/08/2000 Iss 1	08/00
R	Controls	inspection of aileron and air brake control support brackets	BGA 008/10/2000 Iss 1	10/00
M	Elevator drive	Inspection of engagement	BGA 010/12/2000 Iss 1	12/00
M	Structure	Structural inspections Part 1 compliance by 01/10/04, Part 2 & 3 by next C of A		
		Introduction of 5 year repeat inspection	BGA 042/07/2004 issue 3	1-2006
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 1	08/04
M	Flight controls	Elevator trim tab control horn end rib inspection	BGA 045/07/2005 issue 1	
R	Flight controls	Elevator central support bracket inspection	TN 18	3-2010

### ASK 13 In Service Reports (Advisory)

Canopy opened in flight	improperly locked (lack of lubrication) - colour code open/shut	02/87
Wheel brake	lug failure	10/75
Canopy jettison	inoperative and hinge fractured - lack of lubrication	02/91
Weak link reduced to 850 Kg	max winch/auto speed increased to 60 kts	12/93
Aileron balance weight supports	corroded	02/94
Airbrake drive behind rear seat	torque tube failure near drive lug weld	04/97
Air brake pivots	Pivot bolts may migrate if not locked	02/00
Rudder pedals	Failure of tube at attachment to pedal	04/00
Ballast weights	Unsecured ballast fouling controls due to bolt failure	04/00
Landing Gear	Suspension "Donuts" displaced after heavy landing and restricting controls	08/02
Spin training	In extended weight category, K13's are approved for spin training whilst operating. Other aerobatics prohibited.	1-2007
Air Brake Control	Rear Air Brake lever broken at rod attachment bearing location	6-2008, 5-2010
Aileron. Airbrake	Cracked bracket at wing root (BGA Inspection 008/10/2000 refers)	5-2010
Battery Box	Battery secured with cable ties due to broken support	1-2011
Nose Wheels	Non Schleicher conversions susceptible to damage from hard landings	1-2011

**ASK-14** also see general and airbrake sections

## Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
M	Controls	Elevator tube spar inspection	AD 70-86, TN 3	
M	Controls	Cable inspections Nicropress sleeves	AD 82-216	
M	Fuel system	Fuel tank	AD 89-121, TN 6	10/89
M	Controls	L'Hotellier connectors	AD 1993-001/3	
R	Structure	Structural inspections Part 1 compliance by 01/10/04, Part 2 & 3 by next C of A introduction of 5 year repeat inspection	BGA 042/07/2004 issue 3	1-2006

### ASK 16

M	Landing gear	Wheel bolts modification	AD 77-234, TN 8	01/78 & 11/77
M	Controls	Cable inspections Nicropress sleeves	AD 82-216	
M	Fuel system	Fuel tank	AD 89-81, TN 10	10/89
M	Controls	L'Hotellier connectors	AD 1993-001/3	
R	Structure	Structural inspections Part 1 compliance by 01/10/04, Part 2 & 3 by next C of A introduction of 5 year repeat inspection	BGA 042/07/2004 issue 3	1-2006
R	Flight controls	Elevator central support bracket inspection	TN15	3-2010

### ASK 16 In Service Reports (Advisory)

	Control tubes in the wing	corroded		02/92
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### ASK 18

M	Controls	Cable inspections Nicropress sleeves	AD 82-216	
M	Controls	Elevator rib 1 inspection	AD 72-7/3, TN 6	
M	Controls	Elevator drive engagement check	BGA 010/12/2000	12/00
M	Structure	Structural inspections Part 1 compliance by 01/10/04, Part 2 & 3 by next C of A introduction of 5 year repeat inspection	BGA 042/07/2004 issue 3	1-2006
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 1	08/04
M	Rudder control	Inspection & modification of rudder cable guide tube	BGA 026/03/2002 Issue 1	
M	Flight controls	Elevator trim tab control horn end rib inspection	BGA 045/07/2005 issue 1	
R	Flight controls	Elevator central support bracket inspection	TN 8	3-2010

### K8 and K18 In Service Reports (Advisory)

## Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
	Wing ribs 1&2	inspect for cracks		10/80
	Control system	lower mounting in fuselage centre - cracked - inspect		03/82
	Seat back to be fitted (K-8)	to prevent parachute catching between tubes		11/82
	Elevator hinge pins	not secure - inspect		12/86
	Rudder cables	fouling elevator rod		02/92
	Elevator hinge	cracked		06/92
	Tail plane mountings	cracked and corroded		04/93
	Fuselage tubes	X-ray inspection is possible		04/97
	Elevator push rod	check for bending		04/96 & 04/97
	Elevator control (K8)	Operating bearing fitted to incorrect holes in operating arms.		1-2007
	Structures	Delamination of spar ply found during 5 year inspection		2-2011

### Schleicher Wood / Metal general - In Service Reports (Advisory)

Flying controls	Aileron horn and balance weight support are corroded		04/05
Wheel brake cables	to be wire wiped at turnbuckle to prevent air brake restriction		10/66
Wings, damage	by water/damp ply separation & spar damage	02/00, 10/83, 08/83 & 08/76	
Rudder pedals (front)	cracked and bent - clips broken	08/94 , 06/84 & 02/77	
Rudder hinges (top & bottom)	cracked	04/87, 02/84, 04/80 & 01/79	
Rudder mounting brackets	cracked	04/91 & 02/90	
Lower rudder hinge mount	cracked repair and reinforce with 2 <sup>mm</sup> ply as necessary	06/97	
Elevator drive (not Ka-6E & 14)	check full engagement after repair	06/87	
Rigging of ailerons	both neutral with elevator neutral	08/87	
Fin attachments (rear)	damage by water and corroded	08/98, 06/95, 01/93 & 02/90	
Steel tubes around wheel boxes	rusted through - lack of drainage	04/90	
Trim tab root rib	glued joint failure tab detached - introduce drain holes	08/90	
Rear fuselages (ASK 13 & K 7)	structural failures	02/91	
Control connectors at wing root	bending of thread - adjust correctly/fit airbrake system stop half connector top may be cut away to give clearance with bellcrank	02/91	
Trim system turnbuckles	failure at trim lever	08/91	
Fin attachments	ply cracked (front) & rotten at bottom	08/87 & 06/92	
Canopy locks worn Ka 2/2b (& Ka 7?)	canopies open during sideslips	08/97	
Tail plane mounting bolt	threads wear - replace bolts as necessary	06/99	
Rudder Pedal Failure Ka13	Reported failure.	04/00	

## Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
	Unsecured ballast weight	Attachment bolt failed		04/00
	Bogus parts	Problems with bogus parts		04/00
	Fuselage fittings	K7 low wing conversion found with excessive material removed from wing attachment lugs		4/2006
	Control connections	K13 (applicable to other types) Aileron disconnect safety/locking pin bent and missed rigging pin hole		
		Replace safety pins if bent or distorted		4/2006
	Elevator control (K8)	Operating bearing fitted to incorrect holes in operating arms. Could also affect other similar types		1-2007
	Structure	Delaminated stern post after hard ground strike		2-2007
	Rudder pedals	Saddle clamps broken causing pedals to jam on fuselage frame		2-2007
	Wheels	Broken tie bolts. Take care when removing wheels, deflate if necessary		2-2007
	Airbrake stops insecure	rivet them into place		07/76
	Cross-link in centre section	(not ASK-13) cracked and twisted - reinforce	04/89, 12/88 & 12/84	
	Airbrake handle failures	cracks at rivet and bearing holes	10/95, 04/94, 06/92 & 10/88	
	Airbrake paddles (lower)	delamination, lack of drain holes	04/93 & 04/89	
	Airbrakes (Ka-2B & K-7)	reduction of travel and loads	02/85 & 08/89	
	recommended airbrake travel	K-7, restriction to prevent heavy landings Paddles should not quite clear cut-outs in wings.		08/99
	Jammed open in flight	Operating arm attach. Bolt to paddle fouling wing box. Incorrectly positioned slot		02/01
	ASK 13 Airbrakes	Continuing problems with cracked "A" brackets at wing root – see pervious		08/03
	Controls (K6cr and poss others)	Aileron disconnect due QR safety clip fouling ctr. Section shelf. Ensure only correct size clip is used		10/03
	Controls (K13 and others)	damage to control rods in ctr. Section due to rigging damage. Check for bent rods and fittings.		10/03
	Fin attachment	It is recommended to pack lower face of fin against fuselage tubes to prevent flexing		04/04