



# British Gliding Association Aircraft Inspection

## Mandatory

Number: 003/08/2000	Issue: 1
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Date: 19<sup>th</sup> August 2000

- Subject: Ka8 Suspect Elevator drive disconnection
- Applicability: Schleicher Ka2, 2b, 6, K7 & K8 (US 7G1, 7G3, 7G4)
- Accomplishment: By 30<sup>th</sup> September 2000 and Annually at C of A inspections.
- Reason: Incorrect positioning of elevator linkage pivot points or damage during rigging causing misalignment of elevator control arm ball bearing in drive rod and possible disconnection in extreme conditions.
- Instructions: It may be necessary to remove one half of the elevator to accomplish the inspection.
- 1/ Referring to the Schleicher drawing "Automatic elevator connection" inspect the engagement of the elevator control ball bearing in the control rod. The ball bearing must be positioned at or below the centre line of the control rod.
  - 2/ Check dimensions  $a1 = a2$  and  $b1 = b2$  within the limits indicated.
  - 3/ Check the elevator control rod is straight. Pay particular attention to the area just forward of the elevator control arm ball bearing location "U" assembly.
  - 4/ Any defects found outside the limits indicated on the drawing will require rectification before further flight.
  - 5/ If necessary slightly enlarge the Rudder cable exit slots to enable an inspection of the elevator drive mechanism to be made after rigging the elevators.
  - 6/ Carry out duplicate inspections of reassembled controls.
  - 7/ Make Log Book entry to show compliance with this inspection

Optional inspection: After each rigging of the elevators, carry out inspection 1/ through the Rudder cable exit slots.

Approved By  
Jim Hammerton, Chief Technical Officer

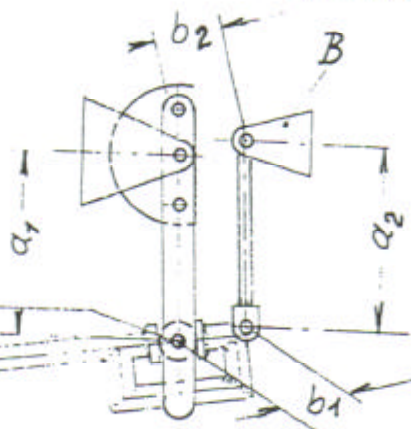
Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector.  
Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot instructor.

Possible sources of mistakes in the automatically elevator connection  
of the types Schleicher Ka 2 and Ka 2B, Ka 6, K 7 and K 8. ( US 7G1, 7G3, 7G4 )  
This point should be given special attent at the inspections.

1. Correct make:

Must be in center.  
or ballbearing  
some what lower



$$a_1 = a_2$$

$$b_1 = b_2$$

b2 may be wider until  
4 mm, in no case  
smaller. Check it with  
a pair of compasses.  
Therefore disassemble  
one half of elevator.

2. Ball bearing too high.

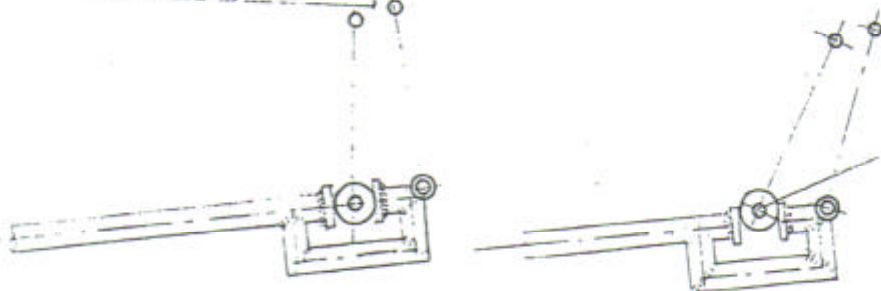


A new bearing support  
"B" is to be made with  
adjusted measures if  
the above dimensions  
are not correct.

3. Parallelogram gearing not correct:

too narrow

goes out at deflection  
"push".



The inverse case can be, but is not so serious.

4. The stop of the elevator control must be at the seat. When the control  
is stopped at the rear, the push rod may be cracked by the very high  
hand power.

\*Instructions on this drawing also applicable to  
ASK 13 and ASK 18 Aircraft\*

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