British Gliding Association
Aircraft Inspection

Mandatory

Number:	Issue:
010/12/2000	1

Date: 11th December 2000

Subject: ASK 13 and ASK 18 Elevator Engagement

Applicability: Schleicher ASK 13 and ASK 18

Accomplishment: At next and subsequent C of A inspections and during inspections of rear fuselage.

Reason: Incorrect positioning of elevator linkage pivots or damage during rigging or following accident damage 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 this inspection.
Inspect the engagement of the elevator control arm ball bearing into the elevator control rod drive "U".
The engagement of the bearing must be at or slightly below the centreline of the "U" during all positions of elevator travel.
To correct an out of tolerance condition replace any worn or incorrect parts with genuine Schleicher items if condition still exists replace or modify link upper aft bracket. The K8 "Automatic Elevator Connection" drawing may be used as a guide.

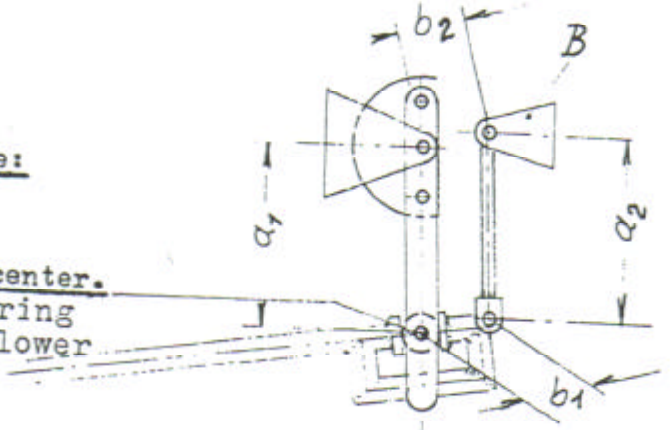
Approved By
Jim Hammerton, Chief Technical Officer

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

Type Schleicher Ka 2 and Ka 2B, Ka 6, K 7 and K 8.	Automatic elevator connection.	Flugzeugbau A. Schleicher Poppenhausen /Rhön

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:



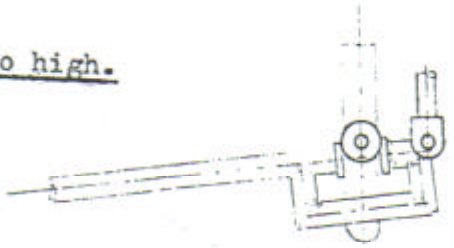
Must be in center.
or ballbearing some what lower

$a_1 = a_2$

$b_1 = b_2$

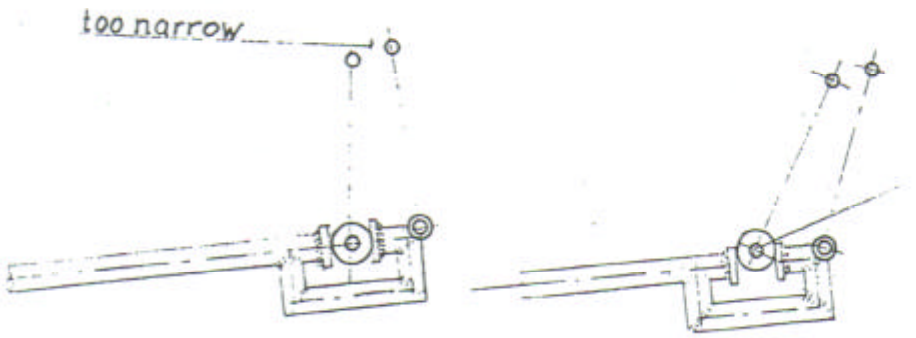
b2 may be wider until 4 mm, in no case smaller. Check it with a pair of compasses. There fore disassemble one half of elevator.

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. Parallelogramm gearing not correct:



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.

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