

Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
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Contact: UK Agent: - Zulu Glasstek, Peter Wells Tel 01844 201028 or 208157 <http://www.zulu-glasstek.co.uk/>

A lot of spares like oversize pins and GL1 wood available at <http://www.ltb-krane.de/>

Current AD's available on LBA web site. http://www.lba.de/EN/DivisionT/Airworthiness/ADs/AD_node.html and more recent ADs <http://ad.easa.europa.eu/>

Schleicher ADs and TN's can be viewed at <http://www.alexander-schleicher.de/en/tm-lta-wa/> All Technical notes should be reviewed to determine applicability.

Schleicher General

M	Structure	Structural inspection due at next annual after 1 st March 2015	BGA 042/07/2004 issue 4	1-2015
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)

M	Structure	Structural inspection 5 year repeat due at next annual after 1 st March, 2015	BGA 042/07/2004 issue 4	1-2015
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 2	1-2015

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

M	Controls	Elevator drive engagement check	BGA 003/08/2000	08/00
M	Structure	Structural inspection due at next annual after 1 st March 2015	BGA 042/07/2004 issue 4	1-2015
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 2	1-2015
M	Flight controls	Elevator trim tab control horn end rib inspection	BGA 045/07/2005 issue 1	
M	Structure	Structural inspection due at next annual after 1 st March 2015	BGA 042/07/2004 issue 4	1-2015

K6 In Service Reports (Advisory)

Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
	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
	Tail plane insecure	reinforce/repair mounting as necessary		04/87
	Air brakes	Cracks in air brake aperture		02/00
	Elevator trim	Split pin and washer missing from control inside fuselage		
	Seat	Seat repositioned causing over travel of elevator and unusual spin behaviour		5-2013

K-7

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 inspection due at next annual after 1 st March 2015	BGA 042/07/2004 issue 4	1-2015
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 2	1-2015
M	Flight controls	Elevator trim tab control horn end rib inspection	BGA 045/07/2005 issue 1	

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)

M	Elevator drive	Inspection of engagement	BGA 003/08/2000 Iss. 1	08/00
M	Structure	Structural inspection due at next annual after 1 st March 2015	BGA 042/07/2004 issue 4	1-2015
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 2	1-2015
M	Flight controls	Elevator trim tab control horn end rib inspection	BGA 045/07/2005 issue 1	

Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
<u>K8 and K18 In Service Reports (Advisory)</u>				
	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
	Wings	Balsa wood packing found inside wing		4-2011

ASK-13 series (including Jubi GmbH aircraft)

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 inspection due at next annual after 1 st March 2015	BGA 042/07/2004 issue 4	1-2015
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 2	1-2015
M	Flight controls	Elevator trim tab control horn end rib inspection	BGA 045/07/2005 issue 1	

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

Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
	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
	Seat Harness	Incorrect bolt fitted to harness anchor point		2-2013
	Rudder pedals	Ensure fwd rudder cables are correct length to avoid pedals fouling nose cone		3-2013
	Lower sternpost	Rotten wood at lower sternpost and extremely corroded bolts		2-2015

ASK-14 also see general and airbrake sections

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 inspection due at next annual after 1 st March 2015	BGA 042/07/2004 issue 4	1-2015

ASK 16

R	Structure	Structural inspection due at next annual after 1 st March 2015	BGA 042/07/2004 issue 4	1-2015
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ASK 16 In Service Reports (Advisory)

	Control tubes in the wing	corroded		02/92
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ASK 18

M	Controls	Elevator drive engagement check	BGA 010/12/2000	12/00
M	Structure	Structural inspection due at next annual after 1 st March 2015	BGA 042/07/2004 issue 4	1-2015
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	BGA 043/07/2004 issue 2	1-2015

Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
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	

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
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 ^{mm} 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

Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference information	TNS
	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
	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