

Glider model:

Ka 2 u. Ka 2B	TN-No. 11
Ka 6, 6/0, 6B, 6BR, 6CR, 6B-S . . .	TN-No. 21
K7	TN-No. 18
K8, K 8B, K 8C	TN-No. 23
K9	TN-No. 1
K11	TN-No. 1
ASK 13	TN-No. 12
ASK 18, ASK 18B	TN-No. 6

Serial number applicability:

Ka 2,	Data-Sheet No. 140,	all serial no.s
Ka 2B,	Data-Sheet No. 203,	all serial no.s
Ka 6,	Data-Sheet No. 205,	all serial no.s
Ka 6/0,	Data-Sheet No. 205,	all serial no.s
Ka 6B,	Data-Sheet No. 205,	all serial no.s
Ka 6BR,	Data-Sheet No. 205,	all serial no.s
Ka 6CR,	Data-Sheet No. 205,	all serial no.s
Ka 6BS,	Data-Sheet No. 205a,	serial no. E1
K7,	Data-Sheet No. 211,	all serial no.s
K8,	Data-Sheet No. 216,	all serial no.s
K8B,	Data-Sheet No. 216,	all serial no.s
K8C,	Data-Sheet No. 216,	all serial no.s
K9,	Data-Sheet No. 221,	serial no. 1
K11,	Data-Sheet No. 668,	serial no. V1
ASK 13,	Data-Sheet No. 267,	all serial no.s
ASK 18,	Data-Sheet No. 307,	all serial no.s
ASK 18B,	Data-Sheet No. 307,	all serial no.s

Subject:

Elevator.

Compliance:

Prior to the next take-off.

Reason:

A glider of the model K7 failed to gain normal flight attitude immediately after tow rope release on winch launch. With the stick full back only the left elevator could be actuated in the correct direction; the right elevator deflected downwards. The reason for this was a loose glue bond at the elevator rib 1 at which the elevator fitting is attached. Similar incidents lead already before to the issue of the LTA 72-7 dated Feb.9,1972.

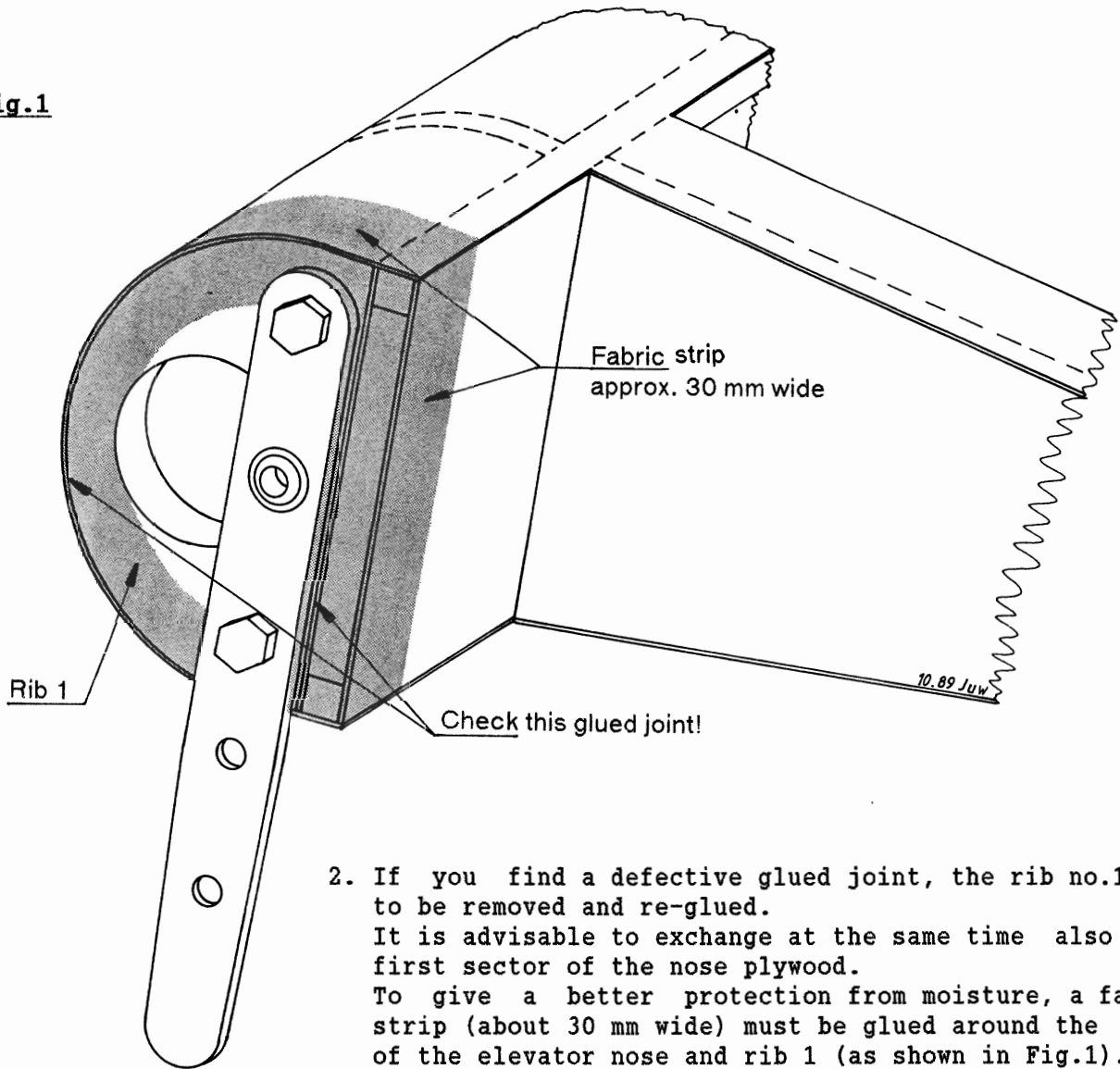
Action:

1. Remove elevator.
Check that the glued joint between rib 1 and the leading edge plywood and the elevator spar respectively is in good condition (see Fig.1). Before doing so check whether the LTA 72-7 of Feb.9, 1972 was already previously accomplished (this is not applicable to K9, K11 and ASK 18); if yes then the fabric strip first carefully has to be detached in order to be able to check the glued joint.

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Fig.1



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2. If you find a defective glued joint, the rib no.1 has to be removed and re-glued.
It is advisable to exchange at the same time also the first sector of the nose plywood.
To give a better protection from moisture, a fabric strip (about 30 mm wide) must be glued around the edge of the elevator nose and rib 1 (as shown in Fig.1).
3. The above action under points 1. and 2. must be repeated every three years during the annual re-inspection. This copy of the Technical Note must be inserted in the Flight and Operations Manual of the respective glider as an annex and a corresponding entry must be made into the "Amendments to the Manual".

Material & drawings:

Rib 1 made from multi-plywood, 15 m thick, and nose plywood, 1 mm thick, according to DIN L 182/183, class 1/2 or NL 9128, 6.1013. Drawing as above.

Mass and C.G.:

It is not necessary to redetermine the mass and C.G. data.

SHEET:
3 of 3

**Technical Note
for
Glider Models as per Sheet 1**

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Notes:

Actions 1. and 3. can be accomplished by a person who is familiar with such work.
Action 2. must only be accomplished by a technical aviation service station holding an appropriate license; the accomplishment of all actions must be certified by a licensed aviation inspector in the glider logbook and in the inspection certificates.

Poppenhausen, October 4, 1989

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i.A. 
L.-W. Juntow.

The German original of this Technical Note has been approved by the LBA under the date of Oct.17, 1989 (signature: FRIESS). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.

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