

Subject: Inspecting trim indicator and reinforcing bowden cable flexible steel hose.

Affected gliders: All serial numbers up to 21262 including. As of s/n 21263 this is standard serial equipment.

Compliance: By the next annual inspection, but at the latest by March 31, 1986.

Reason: In some ASK 21s the trim indicator bowden cable at the rear control stick has been jammed between the control shaft and the aileron stop. This results in a slightly smaller stick deflection over to the right and it is possible that the trim indicator fails. This can happen only when the steel wire ④ can no more move clear in the bowden cable's flexible steel hose ③, e.g. owing to fouling and deficient maintenance; see drawing 210.49.S4

Action:

1. Remove seatpan, towing hook fairing and the board below the pedal adjustment in the rear cockpit.
2. Check that the bowden cable steel hose of the trim indicator has neither kinks nor other defects. The steel wire must be able to slide clear back and forth in the bowden cable steel hose. If this is not the case, the bowden cable steel hose must be made workable again respectively the trim indicator must be replaced by a new one; for this purpose you have to proceed according to pages 6/7 respectively 6a/7a of the "ASK 21 Maintenance Manual"; in the FAA-approved US-edition of the manual, entitled "Instructions For Continued Airworthiness", this procedure is described on pages 8 thru 11.
3. Mark the positions of the hose clamp ⑤ and of the steel wire ④. Then slip the Tecalan-tube ② over the bowden cable steel hose ③ as shown in drawing 210.49.S4. Now glue the tube in the area of the hose clamp ① to the parts ③ and ①, using contact glue, e.g. Pattex. Finally refix the steel wire ④ with the hose clamp ⑤ to their marked positions.
4. Test the unobjectionable functioning of the trim indicator.
5. Re-assemble board, towing hook fairing and seatpan.

Sheet 2

No. of sheets: 4

ASK 21
Technical Note
No. 18

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Material: Refer to "Drawings"; materials are available from Schleicher.

Drawings: 210.49.S4, Sheet 1 and 2.

Notes: The reinforcement of the bowden cable's flexible steel hose can be accomplished by a competent person; it must be approved by an inspector for aviation equipment with the appropriate license and must be certified in the logbook and the glider's inspection documents.

Poppenhausen, July 16, 1985

ALEXANDER SCHLEICHER
GmbH & Co.

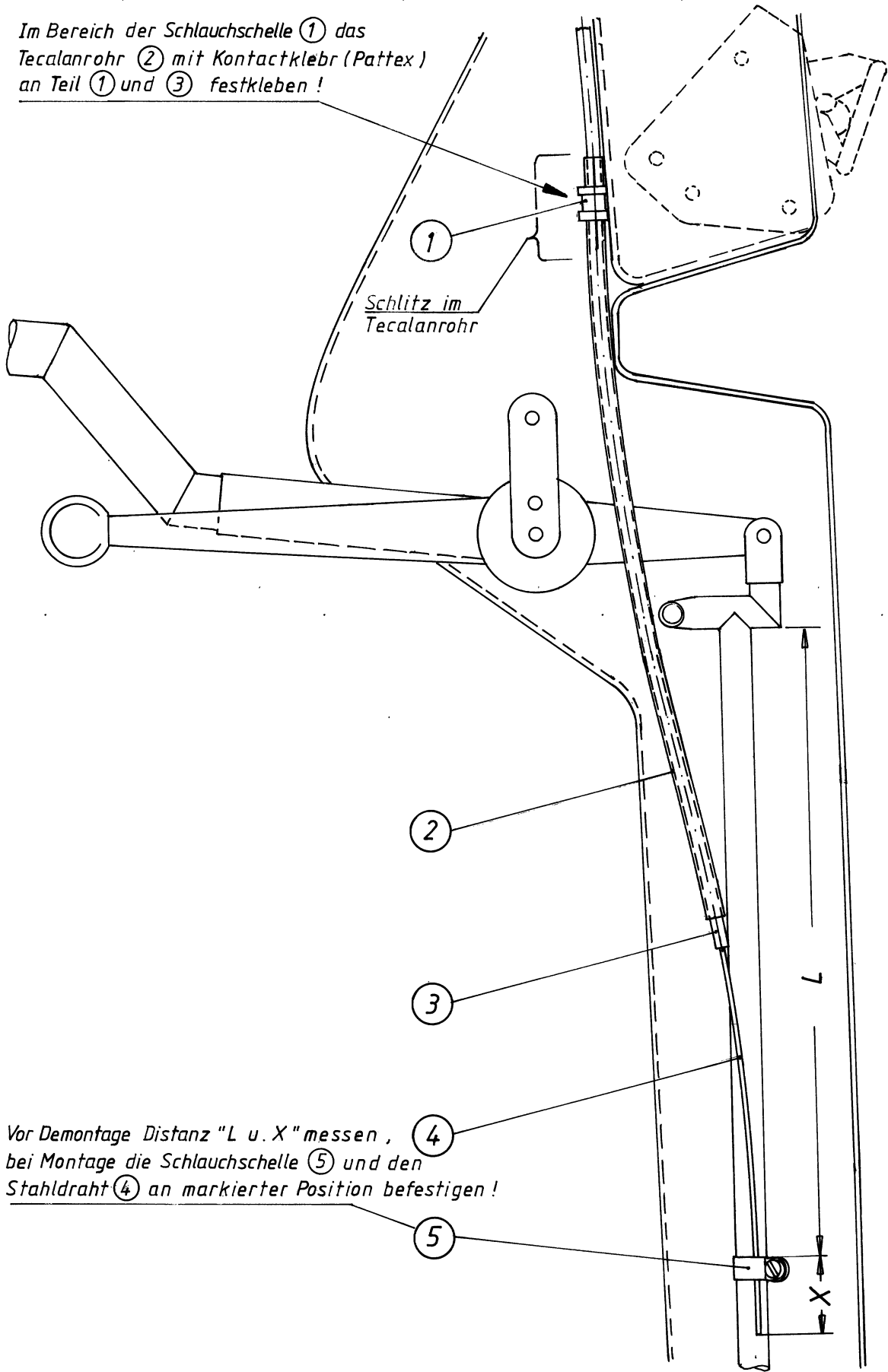
L.-W. Juntow
(L.-W. Juntow)

The German original of this Technical Note has been approved by the LBA under the date of July 18, 1985 (signature: IRMER). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is authoritative.

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Im Bereich der Schlauchschelle ① das Tecalanrohr ② mit Contactklebr (Pattex) an Teil ① und ③ festkleben!



Vor Demontage Distanz "L u. X" messen, bei Montage die Schlauchschelle ⑤ und den Stahldraht ④ an markierter Position befestigen!

				Datum	Name	Typ	Benennung	Maßst.
				Bearb. 12.07.85	Jūw	ASK 21	Trimmanzeige TM-Nr. 18	1:2,5
				Geprü.				
				Norm				
A. Schleicher Segelflugzeugbau 6416 Poppenhausen						Zeichnungsnummer L-339 210.49.S 4		Blatt 1 2 Bl.
Zust.	Änderung	Datum	Na.	Urspr.	Ers. f.	Ers. d.		

