

Subject:	Trim ballast for spin flights (spin ballast)
Applicability:	ASK 21, EASA TCDS EASA.A.0221, Variant ASK 21 Mi A) Aircraft <i>with</i> attachment for spin ballast at the vertical tail B) Aircraft <i>without</i> attachment for spin ballast at the vertical tail
Urgency:	A) Before the next flight with spin ballast, but not later than 31. July 2013, or when an attachment for spin ballast is installed B) not later than at the next annual inspection
Reason:	The following addition is supposed to better prepare pilots for using spin ballast. In one case it was observed that incorrectly sealed control surface gaps might have delayed recovery.
Action:	A) The following manual pages with the revision status "TN7 / 12.12.12" are to be added to the manuals, older pages with these page numbers are to be removed. Flight Manual: Pages Spin Ballast 9.A.1 to .17 in section 9 Maintenance Manual: Pages 6.2 und Spin Ballast 13.A.3 in section 13 If supplements "A Spin Ballast" were previously removed (see action B), pages 13.A.1, 13.A.2 and 13.A.4 (issue 01.12.2007) have to be put back into the Maintenance Manual again. B) Two alternatives are possible: <ul style="list-style-type: none">• Either remove supplements "A Spin Ballast" without replacement from the Flight Manual section 9 and Maintenance Manual section 13. These supplements are then to be deleted from the Lists of Inserted Supplements.• Or accomplish action A.
Material and Drawings:	See Action
Weight (mass) and Balance:	A) If the present spin ballast table (Flight Manual page 9.A.4, respectively 9.B.12) is still valid, it may be used further on. The table page 9.A.4 then becomes 9.A.8. B) No influence upon mass or c.g.
Accomplishment:	The manual pages can be downloaded from the internet pages of Alexander Schleicher (www.alexander-schleicher.de), among the Technical Notes. All actions are to be released to service by certifying staff according EC 2042/2003 Part M / Part 66 ¹ , and has to be attested in the inspection records and in the logbook. The change to the manual is considered being eligible for release by the Pilot-owner pursuant to M.A.801(b)3 and must be entered in the Record of Revisions, Index of Effective Pages, and List of Inserted Supplements.

¹ As long as no provisions for certifying staff for sailplanes and powered sailplanes were laid down, relevant legislation of the member states is applicable (§66.A.100).

In countries outside the scope of EC 2042/2003 the corresponding national rules shall apply.

Notes:


To avoid irritations: TN 4b of the ASK 21 (glider) deleted pilot masses on the front seat of less than 70kg in the spin ballast table. This is not necessary for the ASK 21 Mi due to the permanently installed trim ballast in the fuselage nose.

This Technical Note was set up according to the Alternative Procedures to DOA EASA.AP138.

This Technical Note bases on a change, which was approved by EASA under the approval EASA 10043937.

Poppenhausen, 12.12.12

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i.A. 

(M. Greiner)