

AIRWORTHINESS DIRECTIVE

90-350 Schleicher

Date of Issue:

December 18, 1990

Affected sailplanes:

German type certificate no. 339

Schleicher ASK 21

- serial number 21206 thru 21473 and earlier serial numbers which were retrofitted with an automatic elevator connection

German type certificate no. 353

Schleicher ASK 23/ASK 23 B

- serial number 23001 thru 23121

Subject:

Checking the parallel rocker (at the elevator actuator rod) in the fin. Exchange of this part and amendment to the Flight Manual.

Reason:

Two cases ASK 21 are reported where the parallel rocker at the automatic elevator connection broke. The same component is installed in the ASK 23 B. Owing to improper action during rigging and/or de-rigging of the horizontal tailplane, sideways deformation or even breaking of the parallel rocker have been observed. Another possible reason for such failure may be a foam cushion or other fixture in the glider trailer which fixes the fin from the top. If the necessary free moving of the elevator actuator rod which protrudes out of the fin, is not provided, the vibrations involved during the road transport can lead to sideways loads on the elevator actuator rod.

Actions:

1: (ASK 21)

Derig the horizontal tailplane and carefully check the parallel rocker for deformation and/or cracks (see Maintenance Manual page 11a; for the US-Edition "Instructions for Continued Airworthiness" see Page 9). If the parallel rocker is o.k., the glider may continue in service until the next annual reinspection comes up, but no longer than April 30, 1991, at the latest. This does not mean that the "Daily Inspections" according to chapter IV. 2 point 4. of the Flight Manual is no more effective!

1: (ASK 23/ASK 23 B)

Derig the horizontal tailplane and carefully check the parallel rocker for deformation and/or cracks (see Maintenance Manual page 14, Item no. 16). If the parallel rocker is o.k., the glider may continue in service until the next annual reinspection comes up, but no longer than April 30, 1991, at the latest. This does not mean that the "Daily Inspections" according to chapter IV. 3.1 point 5. of the Flight Manual is no more effective!

2: (both)

If any damages are found on the parallel rocker, it has to be replaced by the new and stronger part prior to the next take-off.

2.1: (both)

For the exchange of the parallel rocker a hole 11 mm in diameter has to be drilled into the fin at the side of the bolthead in order to remove the M6 bolt. The hole needs not to be closed; only the edge of the drilled hole must be preserved afterwards.

3: (ASK 21)

In the Flight Manual the pages 36 b and 37 must be removed and the new pages 36 b, 37a and 37b dated 26.11.90, with the revision note "TN 22" must be inserted.

3.1: (ASK 21)

The exchange of the pages has to be entered in the "Amendments Record".

Note:

For the FAA-approved US-Edition of the Flight Manual this applies equivalently to the following pages 2, 42a, 43 (previous date: Oct. 16, 1987) which must be removed and the new pages 2, 42a, 43a and 43b dated "26.11.90" and the rev.no. "TN 22" must be inserted. The exchange of the pages in the Manuals must be documented on the page "Log Of Revisions".

3: (ASK 23/ASK 23 B)

In the Flight Manual the pages 2a, 33, 34 and 35 must be exchanged for new pages with same page no. and date "Nov. 26, 1990" and the revision entry "TN no.8".

3.1: (ASK 23/ASK 23 B)

The exchange of the pages has to be entered in the "Index of Corrections" (Page 1+2).

3.2: (both)

The instructions given in the new manual pages for rigging and derigging as well as for the trailer have to be carefully regarded.

Compliance:

Checking and - in case of damages found - exchanging the part prior to the next take-off. Otherwise the exchange has to be done until the next annual re-inspection, but not later than April 30, 1991.

Technical publications of the manufacturer:

Schleicher ASK 21 Technical Note No. 22 and Schleicher ASK 23/ASK 23 B Technical Note No. 8, both dated of November 26, 1990 which becomes herewith part of this AD and may be obtained from Messrs. Alexander Schleicher GmbH & Co., Segelflugzeugbau, D-6416 Poppenhausen, Federal Republic of Germany.

Accomplishment and log book entry:

Action to be accomplished by a skilled person or an approved service station and to be checked and entered in the sailplanes log book by a licensed inspector. The exchange of the manual pages can be done by the owner of the glider himself.

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