

SHEET:
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ASK 23 /ASK 23B
Technical Note
No.10

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Subject: Inspection of the main bulkhead II (landing gear bulkhead) for damages.

Serial number applicability: ASK 23 and ASK 23B, Data Sheet No.353, all serial no.s.

Compliance: Prior to or on the next Annual C. of A. inspection, but at the latest by March 31, 1994.

Reason: As it has been stated already in the Technical Note no.6 (dated Oct.17, 1990), worn out or badly adjusted or not-in-time readjusted wheel brakes may result in damages to the main bulkhead II (landing gear bulkhead) if when operating the airbrakes the airbrake control bellcrank I hits the bulkhead (damaging it and peeling it off the fuselage shell). This case also was noticed as a result of extremely rough landings. Therefore, the Repair Instruction 'B' (dated Oct.17, 1990) was issued for the ASK 23 and ASK 23 B.

Action: Remove the cover off the main bulkhead and the seatpan. Inspect the main bulkhead II (landing gear bulkhead) for damages and peeling off the fuselage shell. If such damages are found, proceed and repair in accordance with Repair Instruction 'B'.
This Technical Note must be inserted in the Maintenance Manual in the Appendix behind the Maintenance Instructions, Section V.6. The accomplishment of this TN and the insertion of the TN copy into the manual must be documented in the 'Index of Corrections' (p.1+2 of the manual).

Notes: The repair works as per this TN can be done by a competent person. The accomplishment of this mod must be certified by a licensed aviation inspector in the glider's inspection documents, the log-book, and in the Flight Manual.

Poppenhausen, September 14, 1993

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(G. Waibel)

The German original of this Technical Note has been approved by the LBA under the date of Sept.17, 1993 (signature: SCHMALJOHANN). 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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