



**Airworthiness
Directive
1998-486**

Luffahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schleicher

Effective Date: January 14, 1999

Affected:

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|-------------------------------|-----------------------------------|
| Kind of aeronautical product: | Sailplane and Powered Sailplane |
| Manufacturer: | Schleicher, Poppenhausen, Germany |
| Type: | ASH 25 and ASH 25 E |
| Models affected: | ASH 25: all; ASH 25 E: ASH 25 E |
| Serial numbers affected: | all |
| German Type Certificate No.: | 364 and 858 |

Subject:

Increase of the service life from 6000 to 12000 hours; Inspection of elevator control linkage; additional safety device for the landing gear rear bolts and exchange of pages into the AFM and MM.

Reason:

Increase of the service life from 6000 to 12000 hours

Fatigue tests on fibre composite wings and wing spars have demonstrated that a service life expectancy of 12000 hours can be reached for these structural components. As these fatigue test programs did not examine the entire aircraft made of fibre composite, the service life of 12000 hours can be granted only if the long-term airworthiness of each individual aircraft is demonstrated in a special multi-stage inspection program (over and above the mandatory annual C of A inspections) for the purpose of increasing the service life.

Inspection of the elevator control linkage

In the case of two ASH 25 damages to the elevator control linkage have been overlooked after inadequately accomplished repairs in the areas of the landing gear and of the fin. These damages due to overstressing the elevator control linkage can lead to reduced control stiffness. The decrease of elevator frequency caused by this can in turn when being initiated accordingly, lead to a frequency coupling with the horizontal stabiliser and thus lead to flutter.

Additional safety device for the landing gear rear bolts

The two bolted connections of the landing gear H-strut to the fittings at the rear landing gear bulkhead have come loose in single cases. If these bolted connections are not covered with screw safety varnish, the bolted connection on each side must be undone and a lockplate must be added which must be bent upwards after the retightening of the bolted connection.

Action:

In accordance with the Technical Note: Increase of service life after the „Inspection Program To Increase The Service Life ASH 25“ has been done; Inspection, and if necessary repair, of the elevator control linkage; Installation of a lockplate for the landing gear rear bolts and exchange of pages into the AFM and MM.

Compliance:

1. Increase of service life: before reaching 6000 flight hours.
2. Inspection of the elevator control linkage: before the next flight, if a major repair in the landing gear or the fin area was done in the past years.
3. Additional safety device for the landing gear rear bolts: within the next C. of A. inspection at latest.
4. Exchange of pages into the AFM and MM: before the next flight.

Technical publication of the manufacturer:

Alexander Schleicher ASH 25 Technical Note No. 14 and ASH 25E Technical Note No. 12, both dated March 03, 1998 which becomes herewith part of this AD and must be obtained from Messrs.:

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Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

Holders of affected aircraft registered in Germany have to observe the following:

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

Instructions about Available Legal Remedies:

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.