Strengthening of connecting lap of forked airbrake push rod in fuselage.

There have been found cracks on several pieces as shown in figure.

**Warning:** If a crack is found immediately; by repairs; all other gliders until the next annual Inspection.

**Description of modifications:**

1.) The pushrod 1) is to be build out and replaced by a modified one. Secure all screws and pins by split pins properly. The quick - connecting head is to be adjusted at the assembled glider and secured by the nut. Check proper closing of both airbrakes!

2.) The modified pushrod is to be ordered by the Firma of A. Schleicher or one of the License firms. The distance $A$ must be given exactly when ordering.

![Diagram]

License firms are:
- Fa. Schempp-Hirth OHG
  7312 Kirchhaus/Tack
  Kratsenstr. 29
- Fa. Hans Riedeladörfer
  6800 Nürnberg
  Hafenstr. 1 b

3.) The modification is made from S.No. 6099 incl. The modified push rod has 2 plates 1.0 mm thick. A few samples are modified with a think 1.5 mm thick plate, this is taken as equivalent.

**Drawing to be corrected:**

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<th>Drawing to modification</th>
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<tr>
<td>Nr. 9</td>
<td>ausgef.</td>
<td>d3.5.62. Kaiser</td>
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<tr>
<td>(Normally not given to aircraft owners)</td>
<td></td>
<td>PFL 32</td>
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5. Okt. 1962
Leistungseinsitzer Schleicher K 8
Bearb. R. Kaiser 12. 9. 62

Flugzeugbau A. Schleicher
Poppenhausen / Rhön

Zeichnung zu
Änderung Nr. 9

M8 Zunderfrei. Erst schweißen, dann schneiden.

Rohr länger lasern, nach dem Schweißen auf Länge schneiden.

2 Bleche 10mm dick randverschweißen

2x4x3
12x reiben.

2x

Kugellager 14x16
DIN L89 ringverstemmt

Werkstoff:
Stahlrohr St 35.29
Stahlblech Fl. W. 1604
od. 1.7244