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ASK 21  
Technical Note  
No. 22

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

Serial number applicability: All ASK 21 serial no.s 21206 thru 21473 and earlier serial no.s which were retrofitted with an automatic elevator connection according to TN no. 11.  
This TN no.22 is factory-standard as of serial no.21474.

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 31, 1991.

Reason: Two cases ASK 21 are reported where the parallel rocker at the automatic elevator connection broke.  
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.

Action:

1. 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 31, 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!
2. 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. 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.

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3. 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. 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".

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

Material & drawings:

Parallel rocker 99.000.4940 with modification status 1, dated 20.11.90.

Weight & Balance:


Negligible.

Notes:

1. The Action can be done by a competent person. The exchange of the manual pages can be done by the owner of the glider himself.  
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.
2. The new parallel rocker according to drawing 99.000.4940 as well as the new manual pages are available from the manufacturer or his representative in the respective country.

Poppenhausen, November 26, 1990

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i.A.   
(Lutz-W. Juntow)

The German original of this Technical Note has been approved by the LBA under the date of **Dec. 4, 1990** (signature: **Skov** ). 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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