
Instructions For Continued Airworthiness Schleicher ASK 21

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Inspection and Replacement of Brake Linings

Minimum thickness of brake linings and brake disc:

The linings must be renewed at the minimum residual thickness of 2.54 mm = 0.10 in !

The brake disc must be renewed at the minimum residual thickness of 4.242 mm = 0.167 in !

Reference: WHEEL and BRAKE ASSEMBLIES CATALOG, Component Maintenance Manual, Appendix A, Fits and Clearances, A-1. Brake Lining Wear Limits, A-2. Brake Disc Minimum Thickness, from Messrs. Parker Hannifin Corporation, Avon, OH. USA.

1. Remove wheel fairing.
2. Loosen the two 1/4" screws which are safetied by wire. Do not unscrew the brake line hose!
3. Take out the brake shoes with linings. The linings must be renewed before they have been worn down as far as the rivets as otherwise the brake disc will be damaged and the braking effectiveness unacceptably reduced. To rivet the new linings in place it is best to use a riveting tool designed for the purpose. Alternatively, however, a hammer, centerpunch, and round punch of not less than ϕ 6 mm at the tip may be used.
4. Now replace brake shoes and tighten the two 1/4" screws and secure them with locking wire.
5. Remount wheel fairing.
Brake linings and rivets to suit can be obtained from Messrs. Schleicher. Orders must specify brake linings suitable for the Cleveland 30-9 brake assy.

Tail Skid

Watch the wear of the tail skid metal plate and either reinforce it in time by welding on sheet metal, or replace it by a new one. Remove the tail skid plate for the welding job.

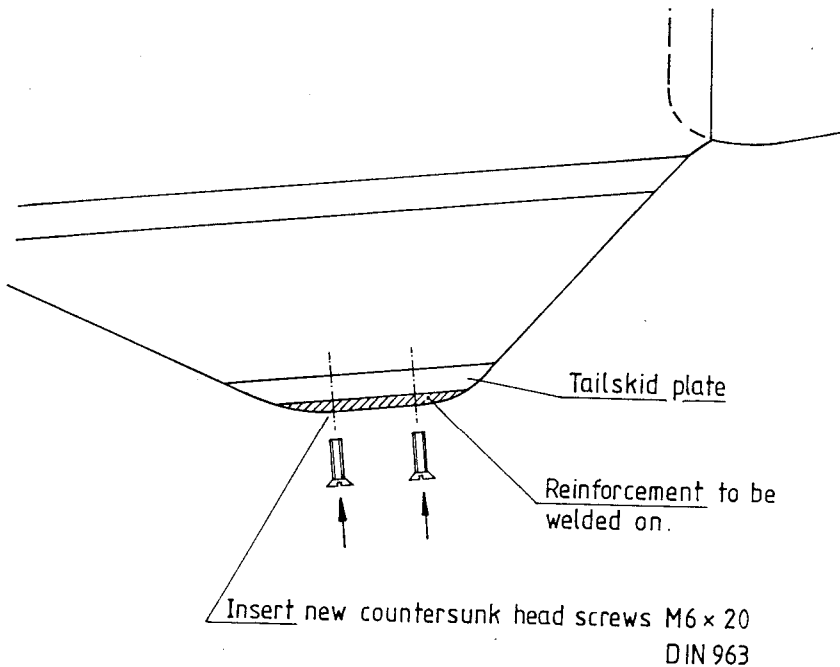
The rubber tail skid is designed so that it will shear away from the fuselage with strong lateral forces. It may be glued on again or be repaired using contact glue (Pattex). You must apply plasticised fabric adhesive tape over the gap (glue joint) between skid and fuselage in order to prevent long grass from being caught.

Tailskid

Check wear and either reinforce in time the tail plate by welding on sheet steel or replace it by a new one. Remove the tailskid plate for the welding job.

The rubber tailskid is designed so that it will shear away from the fuselage with strong lateral forces. It may be glued on again or be repaired by use of contact glue. It is important to seal the glue seam between rubber and fuselage with tape in order to prevent that long grass will be peeled off or will cut into the seam.

Reinforcement of the tailskid plate



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NOTE: Damage to wing, fuselage, tail unit, and controls surfaces must be repaired prior to the next flight. Repairs beyond the scope of the REPAIR MANUAL issued by Messrs. Schleicher must be carried out only by FAA-certificated aircraft repairers rated for composite aircraft structure work and only in accordance with Schleicher repair methods approved by FAA.

V.1 Inspection Procedures to extend Service Life

Proceed in accordance with Chapter VIII.1.

V.2. Components With Limited Service Life

Tow Release Couplings

The Tost tow release couplings, factory fitted, i.e. the C.G. Safety Tow Release "Europa G 72", or "G 73", or "G 88" respectively, and the front Nose Tow Release "E 72", or "E 75", or "E 85" respectively, have a limited service life (TBO) and must be returned to TOST for re-inspection in regular intervals. The service life is stated in the appertaining Manufacturer's Authorized Release Certificate. The instructions given in the TOST "Operating Manual" or in the "Operating and Maintenance Instructions" for the tow release couplings must be observed!

Instruments

The flight monitoring instruments are not normally subject to service life limitations. As a general rule, the makers' instructions should be complied with.

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Oxygen Equipment

For oxygen systems fitted, the relevant section of the appertaining Manufacturer's Inspection Release Certificate states the overhaul time limit. Over and beyond this, the oxygen bottles must be re-inspected by a technical inspection institute every five years in accordance with pressure vessel regulations.

Special Servicing Procedures

At regular intervals of 6 years the brake line hose of the hydraulic wheel brake must be replaced. Should this hose be found to be in good condition, it need not be replaced, on condition that its condition is checked at least every 100 flying hours.

Checking and securing the L'HOTELLIER quick-release connectors in the control linkages

1. Securing

Past experience showed that the quick-release connectors in the airbrake, aileron and particularly in the elevator control linkages were incorrectly assembled or that their assembly was even completely forgotten (as of serial no. 21206 the aircraft was then supplied with an automatic elevator connection). A sticker (Fig.1) fixed to the fin and the access hole cover, serve to remind the pilot of the correct assembly. All quick-release connectors must be secured in addition by means of a spring clip (Fig.2). With the older type of connectors the check hole must be drilled to approx. 1,2 mm ϕ for this purpose.

Fig. 1

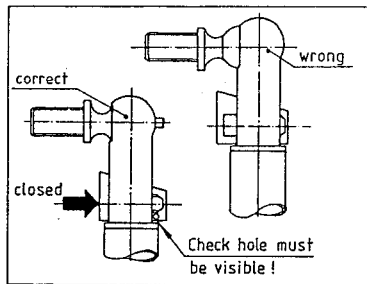
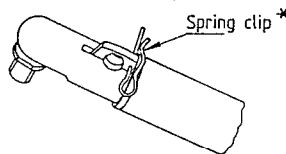


Fig. 2



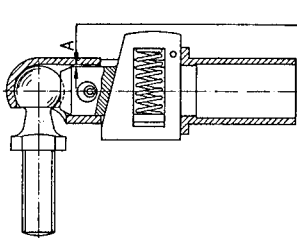
* Spring clip no.50030771 can be ordered from Alexander Schleicher or from the company A.Würth, P.O.Box 1261, D-7118 Künzelsau.

(This part is also identical with the FORD brake securing spring clip).

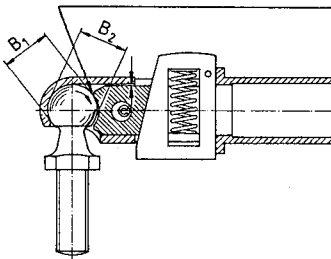
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2. Inspection

As experience accumulated in Australia has shown, the condition of the L'HOTELLIER quick-release connectors must be checked on every annual inspection of the aircraft, especially when it has been operated frequently and from sandy airfields.



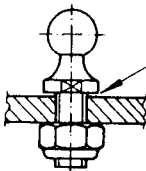
Clearance A must not exceed 0.15 mm (0.006 in); check this by using a wire of the above diameter!



Bad wedging effect causing wear of the ball.

The greatest and smallest diameters B to be found must not differ by more than 0.1 mm (0.004 in).

The tight seat of the ball ends inside the fittings must be checked as loose ball ends are likely to break under bending loads in the thread area.



Gap generated by an unscrewed and incorrectly refitted ball end or owing to overloading / wear out of the lever part.

NOTE: The Technical Note "Technical Data No. IM.10.01A, Issue B 01/89", by the manufacturer L'HOTELLIER must be observed!

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Inspecting the taping of the control surface gaps

For aerodynamic reasons the control surface gaps between wing and aileron and between stabilizer and elevator respectively are taped where the control surface hinges are located.

Should this adhesive tape come off or be damaged, this may lead to flutter! Therefore the sealing adhesive tape must be inspected in regular intervals and where necessary replaced.

If the adhesive tape needs to be removed for maintenance, or repair purposes, or because of aging please observe the following: as a replacement you must use only the Tesa tape no.46451, white, 25 or 38 mm wide, made by Beiersdorf AG, Hamburg.

Where other types of adhesive tape have been used, flutter cases have been repeatedly reported!

Where a plastic fairing tape (elastic lipseal) has been fixed at the control surface gaps, you have to observe MAINTENANCE INSTRUCTION C.

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VIII.1 Inspection Program to extend Service Life

Introduction

Fatigue tests on GRP/CFRP wings and GRP/CFRP wing spars have shown that a service life expectancy of at least 12000 hours may be achieved for these components. However, as this test program did not examine an entire aircraft made of CRP and GRP, this service life of 12000 hours can be achieved only if the long-term airworthiness of each glider is demonstrated in a special multi-stage inspection program (over and above the mandatory annual C of A inspection).

Time Limits

1st Stage:

When the sailplane has reached a service life of 3000 and 6000 flying hours respectively, tests must be carried out in accordance with the Inspection Program for the ASK 21, Issue 2 dated 28.04.92, laid down by Messrs.Schleicher.

If the results of these tests are positive, or if any defects discovered have been correctly repaired, the service life of the sailplane will be increased after the 6000 hrs-inspection by 1000 hours, i.e. to a total of 7000 hours.

2nd Stage:

When a service life of 7000 flying hours has been reached the above Inspection Program must be repeated. If the results are again positive, or any defects found have been correctly repaired, the service life may be increased to a total of 8000 flying hours. This is repeated for the next 1000 hours respectively until the sailplane has reached a total of 12000 hours, -

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on the condition that every time the results are again positive, or any defects found have been correctly repaired.

For a possible extension of service life beyond 12000 hours, further detailed requirements will be established in due course.

Inspection Program

Please contact SCHLEICHER in order to obtain the Inspection Program for the ASK 21, Issue 2 dated 28.04.92, which is currently effective.

The inspections must be carried out only by the manufacturer, or by an appropriately licensed aircraft repairer.

The results of the inspections must be entered into the Inspection Program which is at the same time the report of findings where each item must be annotated with a comprehensive comment, as laid down.

If the inspections were carried out by a licensed aircraft repairer, a copy of the Inspection Program report of findings which must be signed by the inspector, must be returned to SCHLEICHER for the purpose of evaluation.

On receipt and examination of your Inspection Program report SCHLEICHER will issue an "Acknowledgement of Receipt" and send this back to the operator of the sailplane. After that the inspector may certify the extension of the service life as laid down in the Inspection Program into the logbook and the sailplane's inspections papers.

The need for annual Certificate of Airworthiness inspections and overhauls (for German registered gliders § 27 (1) LuftGerPO applies*) is not affected by this rule.

* LuftGerPO = Aeron. Products Examination Order

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XIV.2 Maintenance Instructions

The following Maintenance Instructions are established from time to time as required, in accordance with experience accumulated in operating the ASK 21. The Maintenance Manual is to be supplemented in case of new issues of Maintenance Instructions.

The general "Maintenance Instruction ALL FRP GLIDER MODELS dated June 19, 1986" describes the removing of play between the sockets (= bushings) and bolts (= pins) of the wing-to-fuselage transition.

The general Maintenance Instruction "PAINT CRACKS" dated June 26, 1989, describes how to inspect, preserve, and repair the paint surface.

The Maintenance Instruction A for the ASK 21 (dated March 23, 1987) describes how to readjust the airbrakes.

The Maintenance Instruction B for the ASK 21 (dated July 4, 1990) describes how to install oversize drag pins (rear).

The Maintenance Instruction C for the ASK 21 (dated May 7, 1992) describes how to fix for the first time or how to replace the plastic fairing tape (elastic lipseal) at the control surface gaps.