

**Subject:** Re-adjusting the airbrakes.

**Affecting:** All ASK 21 serial no.s.

**Compliance:** As required.

**Reason:** It is important to check in regular intervals the locking of the airbrakes. Each airbrake has its own toggle in the wing. For this reason it must be checked that both airbrakes lock simultaneously and securely.

**Action:** 1. This is checked by connecting the brakes individually and marking the point on the operating lever gate in the cockpit at which the linkage's dead center occurs. Both dead points should be within 5 mm (0.2 in) of each other and, in the locked state, the individual brakes should still have 10 mm of free movement of the front lever forwards in the gate.

2. If you observe that the airbrakes do not have an even over-center lock, the toggle over dead center must be readjusted. This must be done with the airbrake pushrod disconnected from the HOTELLER ball quick-disconnect.  
As shown in Fig.1 the short pushrod (1) is to be disconnected from the toggle crank (2); back off the lock-nut (3) and screw out the pushrod (1) by 1/2 to 1 turn. Re-connect in the reverse order and check again as described under point 1.).

3. If the airbrakes still do not have sufficient dead lock force, peel a little off the toggle stop block (4). Using a punch carefully remove some layers from the stop block (4); then again readjust the airbrakes as described under points 1.) and 2.).

**Material:** New safety nut NM 6, DIN 980-6, if needed.

Poppenhausen, March 23, 1987

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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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Fig. 1

