

**Subject:** Checking the free movement of the front rudder pedals

**Applicability:** **ASK 21 B**; Type-Certificate EASA.A.221; serial numbers 21953 – 21969 (S/N 21955 not affected)

**Classification:** Minor Change

**Urgency:** before next take-off

**Reason:** In one case the left rudder pedal in the front seat jammed during full actuation due to manufacturing tolerances. It cannot be excluded, that other aircraft of the ASK 21 B series are also affected.

**Action:** **A)** Checking of the front rudder pedals for possible jamming

The left rudder pedal might interfere with the cable guide of the release mechanism and jam under applied load, especially in the foremost pedal positions and left rudder deflection, see figure 1. There should be at least 4 mm (0.16 in) space between the pedal and the cable guide in all possible positions / deflections of the left rudder pedal. Is this not the case, one of the actions described in point B) have to be accomplished.



Fig. 1: Possible jamming of the rudder pedal with the cable guide of the release mechanism cable

**B)** Elimination of possible jamming

Three possibilities to eliminate possible jamming are given below. One of these has to be applied, but only if it was found necessary during the inspection of action A. For the application of these actions the repair manual has to be considered, if necessary.

**B1)** Blocking of the foremost pedal positions

The jamming occurs only in the foremost positions of the rudder pedals. These can be blocked, so that the rudder pedals cannot be adjusted to the foremost pedal positions any more. Block so many positions until the clearance according action A is secured. The following can be done for blocking: Insert a proper sized rivet (e.g. DIN 7337 Ø 6.4 mm) in the last free locking hole in front of the new pedal end position. Now the pedals cannot be adjusted more forward than the blocking.

B2) Shortening and Chamfering of the cable guide

The glass fibre part, which holds the white plastic tube in position, can be shortened by max. 50 mm (2 in). Further the front end of this fibre part can be chamfered. Now the clearance according action A must be restored again.

B3) Moving of the cable guide

The whole cable guide of the release mechanism can be moved upwards by max. 30 mm (1.2 in), so that the clearance according action A is restored again. Watch for a flawless routing of the release mechanism cable. If the inner layers of the fuselage shell should be damaged during moving of the cable guide, they have to be repaired.

**Material and Drawings:**

See Action

**Mass and Balance:**

The change in mass and C. of G. position is negligible.

**Notes:**

The structural measures must only be accomplished by the manufacturer Alexander Schleicher or by qualified staff according to applicable law (European Union Commission Regulation (EC) 1321/2014 Part M).


Action A have to be inspected as pilot-owner maintenance by certifying staff according to M.A.801 (EC 1321/2014) and have to be certified in the sailplane inspection documents and in the sailplane logbook.

Action B have to be inspected as non-complex maintenance by certifying staff according to M.A.801 (EC 1321/2014) and have to be certified in the sailplane inspection documents and in the sailplane logbook.

In countries outside the scope of EC 1321/2014 the corresponding national rules shall apply.

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This Technical Note bases on a change, which was approved by EASA under the major change approval EASA 10070530.