

Subject: Inspection of the screw lock at the automatic connection of the airbrake control system

Applicability: **ASK 21 B**; Type Certificate EASA.A.221; serial numbers 21953 – 21982 (S/N 21955 not affected)

Classification: Minor Change

Urgency: before next take-off

Reason: A socket head screw M5x10 was found in one case in the fuselage of an ASK 21 B during pre-flight inspection. Investigations have shown that this screw was initially mounted at the automatic connection of the airbrake control system at the left wing-to-fuselage junction. Loosening of this screw was caused by a missing screw lock. It cannot be excluded that other aircrafts of the ASK 21 B series are affected, too.

Action: Inspection of the stop at the automatic connection of the airbrake control system at the left wing-to-fuselage junction:

The cone (pos. 1) of the automatic connection of the airbrake control system at the left wing-to-fuselage junction is equipped with a stop which prevents overcentre locking when the aircraft is de-rigged. The stop is realised by a DIN912-M5x10 socket head screw (pos. 4) which is screwed into the lateral wall of the cone by the use of an additional brass-bushing (pos. 3). The counterpart is a plywood block (pos. 2) which is glued on the inner side of the fuselage root rib. It must be checked that the screw and the brass bushing are in place. If both parts are present, unscrew the screw and insert it again secured with Loctite 242. If the screw and bushing are missing than the complete fuselage must be checked for these parts. Only when it is ensured that these parts are not in the fuselage than the stop can be reinstalled using a new screw and bushing. Secure the screw using Loctite 242.

The plywood block at the root rib must be protected against moisture using epoxy resin coating.

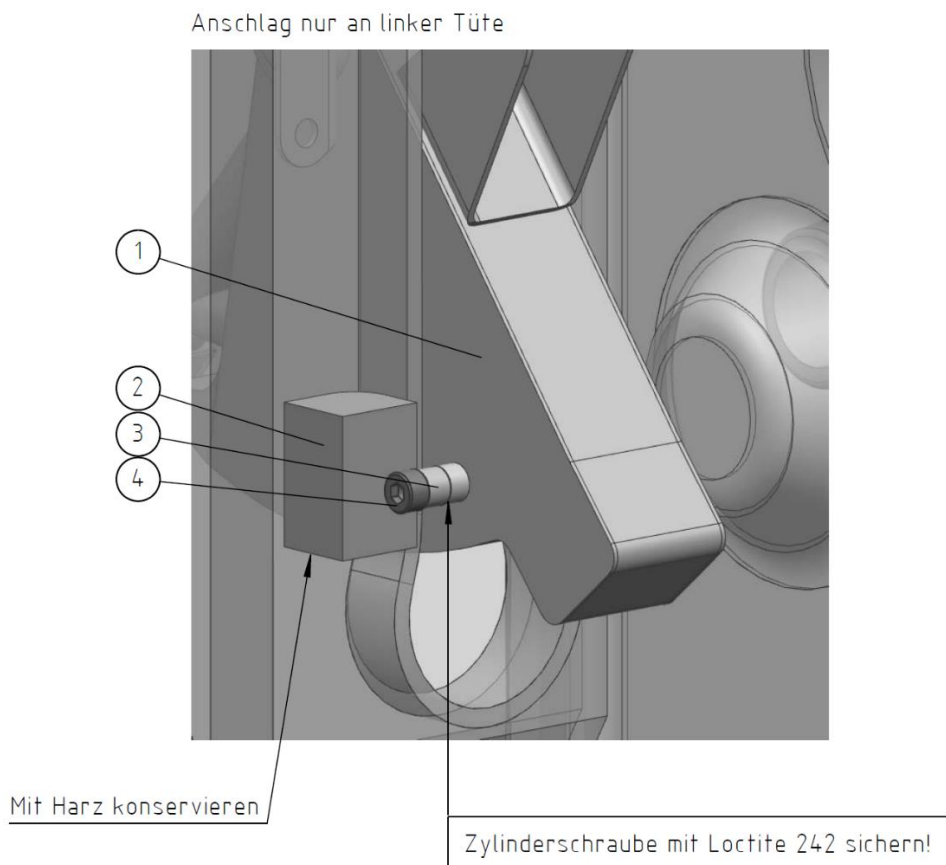


Fig. 1: Stop at the left automatic connection of the airbrake control system

Material and

Drawings: See action

Mass and

Balance: The change in mass and centre of gravity position is negligible.

Notes:

The inspection and securing of the stop have to be considered as a non-complex maintenance task regarding aviation law. The respective national regulations must be applied.

Poppenhausen, 04.09.2020

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This Technical Note bases on a change which was approved by EASA under the minor change approval EASA 10074192.