

# Summary of Airworthiness Directives (AD) and Technical Notes (TN)

# ALEXANDER SCHLEICHER

GMBH & CO

Segelflugzeugbau  
D-36163 Poppenhausen

Type: **Ka 6**

Data Sheet No.: **205**

Sheet: **1 of 4**

License: **DE.21G.0010**

TN-No	AD-No. Date of Issue	TN Date of Issue	Affected Production Series and Serial No's	Subject	Compliance	Inspector's stamp
<b>1</b>		<b>21.06.57</b> PfL-app.: 28.06.57	all Ka 6 standard from S/N 280	Extension of the fin bulkhead No. 24 until rib 2 of the fin	Immediately at appearance of cracks	
<b>2/1</b>	<b>7</b> <b>05.04.60</b>	<b>18.08.58</b> PfL-app.: 27.08.58	Ka 6 and Ka 6 B	Interchangeable bolts at the rear stabilizer connection	At all new aircraft. At all others when heavy backlash occurs.	
<b>2/2</b>	<b>7</b> <b>05.04.60</b>	<b>18.08.58</b> PfL-app.: 27.08.58	Ka 6 and Ka 6 B	Plywood inserts in the spar root to prevent cracks due to shrinkage	At all new aircraft. At all others until then next annual inspection	
<b>3</b>	<b>5</b>	<b>14.04.59</b> PfL-app.: 17.04.59	all Ka 6	Strengthening of the plywood web on the outer spar at the aileron bell crank	When damage is found immediately, otherwise until the next annual inspection.	
<b>4</b>		<b>24.10.61</b> PfL-app.: 04.12.61	Ka 6 standard from S/N 1127 firm AS and S/N 11 firm Siebert	Additional support of the elevator push rod at bulk head 20	All new gliders. It is recommended to be made on the other gliders at general overhauls.	
<b>5</b>		<b>18.07.62</b> PfL-app.: 13.08.62	all Ka 6 standard from S/N 6064	Fuselage covering out of FRP	all new gliders	
<b>6</b>		<b>12.09.62</b> PfL-app.: 05.10.62	all Ka 6 standard from S/N 6090	Double clip at the air brake push rod fork	all new gliders	
<b>7</b>	<b>7/62</b> <b>21.12.62</b>	<b>13.09.62</b> PfL-app.: 05.10.62	all Ka 6 standard from S/N 6067 incl.	Strengthening of connection lap of forked air brake push rod in fuselage	If a crack is found immediately, by repairs; all other gliders until the next annual inspection.	
<b>8</b>		<b>29.03.63</b> PfL-app.: 10.04.63	Ka 6	Alternative for the lower push stick bearing (instead of Büco-cardan joint: universal joint out of steel)	amendment	

# Summary of Airworthiness Directives (AD) and Technical Notes (TN)

# ALEXANDER SCHLEICHER

GMBH & CO

Segelflugzeugbau  
D-36163 Poppenhausen

Type: **Ka 6**

Data Sheet No.: **205**

Sheet: **2 of 4**

License: **DE.21G.0010**

TN-No	AD-No. Date of Issue	TN Date of Issue	Affected Production Series and Serial No's	Subject	Compliance	Inspector's stamp
<b>9</b>		<b>18.04.63</b> Pfl-app.: 22.04.63	Ka 6 only S/N 899, 6103, 6112, 6133 and 6143	Minimized wing setting Discontinuance of the rudder balance horn	--	
<b>10</b>		<b>20.05.64</b> Pfl-app.: 18.06.64	Ka 6	Reinforcement of the aerodynamically features through modification of the wing leading edge after the suggestion of Dr. F.X. Wortmann	optional	
<b>11</b>		<b>26.11.64</b> Pfl-app.: 08.12.64	Ka 6	Extension of wing covering behind the spar on the upper side for reinforcement of the aerodynamically features	optional	
<b>12</b>		<b>26.11.64</b> Pfl-app.: 08.12.64	Ka 6	Exchange of the push stick cardan joint block out of steel against push stick cardan joint block out of Supralen	optional	
<b>13</b>		<b>14.12.65</b> Pfl-app.: 22.12.65	Ka 6 all S/N	Installation of the Tost-Sicherheitskupplung Universal/53 Kombi 54 resp. of the modified Tost-Sicherheitskupplung Universal 53	all new gliders resp. at replacement of a coupling	
<b>14</b>		<b>30.09.66</b> Pfl-app.: 17.10.66	all Ka 6	Exchange possibility of material Exchange of steel plate 1.7214 against 1.7734	optional	
<b>15</b>		<b>30.09.66</b> Pfl-app.: 17.10.66	Ka 6 Ka 6 CR from S/N 6402incl., except S/N 6411 and 6412 Ka 6 E from S/N 4004 incl.	Exchange of swivel head L-205.44-232 against swivel head SMX size 8 of the company Hirschmann	all new gliders	
<b>16</b>		<b>17.03.67</b> Pfl-app.: 30.03.67	Ka 6 E from S/N 4089 incl. optional	Cockpit extension	optional	

# Summary of Airworthiness Directives (AD) and Technical Notes (TN)

# ALEXANDER SCHLEICHER

GMBH & CO

Segelflugzeugbau  
D-36163 Poppenhausen

Type: **Ka 6**

Data Sheet No.: **205**

Sheet: **3 of 4**

License: **DE.21G.0010**

TN-No	AD-No. Date of Issue	TN Date of Issue	Affected Production Series and Serial No's	Subject	Compliance	Inspector's stamp
-------	-------------------------	---------------------	---	---------	------------	----------------------

<b>17</b>	<b>68-109</b> <b>22.10.68</b>	<b>10.09.68</b> LBA-app.: 13.09.68	Ka 6 E all S/N up to 4232 incl except No. 4226	Suspension of the thermos bottles below the baggage compartment	Action 3.1: immediately Action 3.2: until 01.03.1969 by the latest	
<b>18</b>	<b>70-86</b> <b>26.11.70</b>	<b>30.10.70</b> LBA-app.: 30.10.70	Ka 6 E all S/N up to. 4350 incl.	Tube spar of the elevator	01.04.1971 by the latest	
<b>19</b>		<b>24.11.77</b> LBA-app.: 28.11.77	all Ka 6	Applicability of the airspeed indicator 30 – 200 km/h (Winter 6 FMS 2) instead of airspeed indicators with measuring range $1.05 \cdot V_{NE} = 210$ km/h	optional	
<b>--</b>	<b>72-7</b> <b>09.02.72</b>	<b>without</b>	all	Glue losses through humidity or weathering on the elevator. Vulnerable point is the connection between nose rib no. 1 and nose covering of each elevator half.	Check immediately, 01.04.1972 by the latest	
<b>--</b>	<b>82-216</b> <b>09.11.82</b>	<b>without</b>	all	Speezed „Nico-press“ sleeves	action to be accomplished until the next annual C. of A. inspection, but before or on 31.03.83, at the latest	
<b>20</b>		<b>27.03.86</b> LBA-app.: 03.04.86	all Ka 6	Replacement of the elevator pushrod guide made out of felt for a roller bearing guide	optional	
<b>--</b>	<b>72-7/2</b> <b>24.08.89</b> replaces LTA 72-7 09.02.72	<b>without</b>	all	Glue losses through humidity or weathering on the elevator. Vulnerable point is the connection between nose rib no. 1 and nose covering of each elevator half.	Prior to the next take-off; the action under point 1. and 2. are to repeat at <u>every 3. C of A inspection</u>	
<b>21</b>	<b>72-7/3</b> <b>13.12.89</b> replaces LTA 72-7/2 24.08.89	<b>04.10.89</b> LBA-app.: 17.10.89	Ka 6, 6/0, 6 B, 6 BR, 6 CR, 6 B-S	Loose glue joints on rib 1of the elevator	Prior to the next take-off; the action under point 1. and 2. are to repeat at <u>every 3. C of A inspection</u> .	

# Summary of Airworthiness Directives (AD) and Technical Notes (TN)

# ALEXANDER SCHLEICHER

GMBH & CO

Segelflugzeugbau  
D-36163 Poppenhausen

Type: **Ka 6**

Data Sheet No.: **205**

Sheet: **4 of 4**

License: **DE.21G.0010**

TN-No	AD-No. Date of Issue	TN Date of Issue	Affected Production Series and Serial No's	Subject	Compliance	Inspector's stamp
<b>22</b>		<b>02.05.00</b> LBA-app.: 12.05.00	Ka 6 E all S/N except 4271	Installation of forward towing release	none, optional on costumer's request	
<b>23</b>		<b>29.04.05</b> EASA-app.: 30.05.05	all Ka 6	Canopy (open canopy)	none / optional	
<b>24</b>		<b>04.07.08</b> EASA-app.: 10.04.08	all Ka 6	Installation for transponder antennas behind the landing gear inside the fuselage	none optional on costumer's request	
<b>25</b>		<b>13.04.10</b> EASA-app.: 17.05.10	all Ka 6 with fixed horizontal stabilizer	Inspection of the central support of the elevator	before the next annual inspection	
<b>26</b>	<b>AD 2013-0091</b> 12.04.13	<b>08.01.13</b> Rev. 1 EASA-gen.: 03.09.12	all Ka 6 with fixed horizontal stabilizer (all flying tails not affected)	Inspection of the automatic elevator control connection	before the next annual inspection	10041262
<b>27</b>		<b>12.07.21</b> EASA-app.: 08.07.21	all Ka 6 with fixed horizontal stabilizer	Inspection of the elevator	Action A: within 30 days Action B: until 31.12.2021 by the latest	
<b>28</b>		<b>12.07.21</b> EASA-app.: 08.07.21	all Ka 6	Limitation of the operating range	optional / strongly recommended	