

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

ALEXANDER SCHLEICHER

GMBH & CO

Segelflugzeugbau
D-36163 Poppenhausen

Type: **Ka 6**
Sheet: **1 of 4**

Data Sheet No.: **205**

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
1		21.06.57 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	
2/1	7 05.04.60	18.08.58 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.	
2/2	7 05.04.60	18.08.58 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	
3	5	14.04.59 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.	
4		24.10.61 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.	
5		18.07.62 PfL-app.: 13.08.62	all Ka 6 standard from S/N 6064	Fuselage covering out of FRP	all new gliders	
6		12.09.62 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	
7	7/62 21.12.62	13.09.62 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.	
8		29.03.63 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	

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9		18.04.63 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	--	
10		20.05.64 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	
11		26.11.64 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	
12		26.11.64 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	
13		14.12.65 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	
14		30.09.66 Pfl-app.: 17.10.66	all Ka 6	Exchange possibility of material Exchange of steel plate 1.7214 against 1.7734	optional	
15		30.09.66 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	
16		17.03.67 Pfl-app.: 30.03.67	Ka 6 E from S/N 4089 incl. optional	Cockpit extension	optional	

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17	68-109 22.10.68	10.09.68 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	
18	70-86 26.11.70	30.10.70 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	
19		24.11.77 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	
--	72-7 09.02.72	without	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	
--	82-216 09.11.82	without	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	
20		27.03.86 LBA-app.: 03.04.86	all Ka 6	Replacement of the elevator pushrod guide made out of felt for a roller bearing guide	optional	
--	72-7/2 24.08.89 replaces LTA 72-7 09.02.72	without	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>	
21	72-7/3 13.12.89 replaces LTA 72-7/2 24.08.89	04.10.89 LBA-app.: 17.10.89	Ka 6, 6/0, 6 B, 6 BR, 6 CR, 6 B-S	Loose glue joints on rib 1 of 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> .	

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22		02.05.00 LBA-app.: 12.05.00	Ka 6 E all S/N except 4271	Installation of forward towing release	none, optional on costumer's request	
23		29.04.05 EASA-app.: 30.05.05	all Ka 6	Canopy (open canopy)	none / optional	
24		04.07.08 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	
25		13.04.10 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	
26	AD 2013-0091 12.04.13	08.01.13 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
27 Ausg. III	AD 2021-0230 14.10.21 Only to Ka 6 B-S: LTA 2022-247 02.09.2022	01.11.23 EASA-app.: 08.07.21 & 30.10.23 LBA-app.: 30.11.21	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	
28 Ausg. II		30.11.21 EASA-app.: 08.07.21 LBA-app.: 30.11.21	all Ka 6	Limitation of the operating range	optional / strongly recommended	