

Table of AD-Notes and Technical Notes

ALEXANDER SCHLEICHER

GMBH & CO

Segelflugzeugbau
D-36163 Poppenhausen

Type: **K 8**

Data Sheet No.: **216**

Sheet: **1 of 5**

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

TN-No	LBA-AD-No. Issue Date	TN Issue Date	Version & Serial No. affected	Subject	Compliance	Inspection Ref.
1	5	14.04.59 PfL-app.: 17.04.59	all K 8	Strengthening of the plywood web on the outer spar at the aileron bell crank	If damage is found immediately, otherwise until next annual inspection.	
2	13 30.05.60	12.05.60 PfL-app.: 12.05.60	all K 8 standard from S/N 750	Removing of the fittings to carry the ballast weights.	immediately	
3	17 27.10.60	14.09.60 PfL-app.: 05.10.60	all K 8 and K 8 B standard from S/N 818 except S/N 830, 843 and 850	Changing of the middle elevator bearing support	If cracks are found immediately, otherwise until 01.03.1961	
4		01.03.61 PfL-app.: 09.03.61	K 8	Steel tube canopy, plug system (cloud flying)	optional	
5		21.03.61 PfL-app.: 14.04.61	K 8 standard from S/N 1014	Strengthening the steel tubes of the fuselage	for new production	
6	4/62	24.11.61 PfL-app.: 05.12.61	K 8 standard from S/N 1145 from S/N 131 (Schempp-Hirth) from S/N 141 (Eichelsdörfer)	Additional support of the elevator push rod	for new production, otherwise in case of repairs and overhauls	
7	4/62	24.11.61 PfL-app.: 05.12.61	all K 8 except sailplanes modified according TN 6	Additional support of the elevator push rod	immediately	
8	6/62-2 16.01.63	12.09.62 PfL-app.: 05.10.62	K 8 standard from S/N 8113	Double flanges for airbrake control circuit intersection	for new production	

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9	6/62-2 16.01.63 supplemented by 70-50 from 31.07.70	13.09.62 Pfl-app.: 05.10.62	K 8 standard from S/N 8099	Strengthening of connecting lap of forked airbrake push rod in fuselage	If a crack is found immediately, otherwise, until next annual inspection	
10	6/62-2 16.01.63 supplemented by 70-50 from 31.07.70	25.10.62 Pfl-app.: 30.10.62	K 8 standard from S/N 8118 including from S/N 8106 to 8109, 8112, 8116 except 8133/Ei/A	Strengthening of the inner bearing of the airbrake bell crank at the main bulkhead	If a crack is found immediately, otherwise, until next annual inspection after publishing the LBA-AD	
11		29.03.63 Pfl-app.: 10.04.63	K 8	Alternative for the lower bearing of the control stick (instead "Büco-Wellengelenk" an universal joint from steel)	Product improvement	
12		25.06.63 Pfl-app.: 15.07.63	K 8 from S/N 8167 to 8174, 8190 to 8196, 8198, 8199 and standard from S/N 8203, except S/N 8215 to 8217/Ei	Support of the front supply of the vertical fin	For new production and repairs by the manufacturer	
13		26.11.64 Pfl-app.: 08.12.64	K 8	Replacement of the universal joint (made from steel) of the control stick (TN 11) to an universal joint, made from Supralen	optional	
14		27.11.64 Pfl-app.: 08.12.64	K 8	Canopy with large canopy glass (Swiss variant)	optional	

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15		08.03.65 Pfl-app.: 26.03.65	K 8 standard from S/N 8450	Strengthening of the lower bearing block of the rudder on the vertical fin	For new production and if cracks are found	
16		16.11.65 Pfl-app.: 28.12.65	all K 8 and K 8 B	Installation of pressure tapings in the fuselage nose for airspeed indicator	Addition	
17		14.12.65 Pfl-app.: 22.12.65	all K 8 and K 8 B	Installation of Tost-Sicherheitskupplung Universal/53 Kombi 54 resp. the modified Tost-Sicherheitskupplung Universal 53	The old tow hooks are no longer permissible	
18		30.09.66 Pfl-app.: 17.10.66	K 8 B	Change of material (instead material 1.7214 the material 1.7734 can also be used	optional	
19		01.11.75 LBA-app.: 03.12.75	K 8	Installation of a removable balance weight	At new aircraft, otherwise, when needed	
--	72-7 09.02.72	without	all	Glue damages by humidity or ageing on the elevator. Vulnerable point is the connection between the nose rib no. 1 and the nose covering of each elevator half	Check at once, 01.04.1972 at the latest	
20		17.08.76 LBA-app.: 27.09.76	K 8 C	Change of material: steel tube St 35 BKW is interchangeable with steel tube St 35 BK	--	
21	80-158 16.06.80	12.05.80 LBA-app.: 22.05.80	all K 8, K 8 B, K 8 C	Examination of the canopy lock	until 01.08.1980	

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-	82-216 09.11.82	without	all	Sleeves on cable splices	until next annual inspection, 31.03.83 at the latest	
22		05.02.86 LBA-app.: 21.02.86	all K 8, K 8 B, K 8 C	Installation of a pneumatic tailwheel in exchange for the tailskid.	optional	
--	72-7/2 24.08.89 replaces LTA 72-7 from 09.02.72	without	all	Glue damages by humidity or ageing on the elevator. Vulnerable point is the connection between the nose rib no. 1 and the nose covering of each elevator half	Prior the next take-off. Action 1. and 2. must be repeated <u>every three years</u> during the annual inspection.	
23	72-7/3 13.12.89 replaces LTA 72-7/2 from 24.08.89	04.10.89 LBA-app.: 17.10.89	all K 8, K 8 B, K 8 C	Check of the elevator rib No. 1	Prior the next take-off. Action 1. and 2. must be repeated <u>every three years</u> during the annual inspection.	
24	96-005 22.01.96	04.12.95 LBA-app.: 07.12.95	K 8, K 8 B, K 8 C all serial No.s including any license- or home-built gliders and any variations thereof	A1) Canopy retaining cord A2) Rudder pedals A3) Elevator control linkage A4) Inspection of the fuselage tube skeleton and the control linkages for corrosion B1) Amendment of the K8 Flight and Operations Manual B2) Specification of the max. diameter for the wing attachment pins	A) Action to be accomplished with each annual C. of A. inspection, but for the first time before or on April 30, 1996. B1) Action to be accomplished with the next annual C. of A. inspection, but before or on April 30, 1996, at the latest. B2) As need be.	
L216- 25		30.01.96 LBA-app.: 07.02.96 created by Akaflieg Köln	all K 8 and K 8 B	Conversion of the skid undercarriage to a solid nose wheel by use of GFK and CFK (no welding work)	optional	
26		09.12.05 EASA-app.: 02.03.06	all K 8 which are equipped with a spring trim	Modification of the trim	optional	

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27		20.12.05 EASA-app.: 02.03.06	K 8, K 8 B, K 8 C LBA TCDS L-216, all serial numbers including licence- and home built gliders	Modification „Open Canopy Convertible“	optional	
28		13.04.10 EASA-app.: 17.05.10	all K 8	Inspection of the central support of the elevator	Before the next annual inspection	
29		11.03.11 EASA-app.: 10.04.08	all K 8	Installation of a transponder antenna behind the landing gear	optional	
30	AD 2013-0091 12.04.13	08.01.13 Rev. 1 EASA-app.: 03.09.12	all K 8	Inspection of the automatic elevator control connection	during the next annual inspection	10041262
31 Ausc. II	AD 2021-0230 14.10.21	01.11.23 EASA-app.: 08.07.21 & 30.10.23	all K 8	Inspection of the elevator	Action A: within 30 days Action B: Not later than 31.12.2021	
32		12.07.21 EASA-app.: 08.07.21	all K 8	Limitation of operating envelope	optional, strongly recommended	