Subject: Inspection of the elevator

Applicability: **ASK 16**; Type-Certificate LBA 758; all models and serial numbers

Classification: Major Change

Urgency:
Action A) Within 30 days after the effective date of this technical note.
Action B) Not later than 31.12.2021

Damages found during inspection have to be repaired before the next flight.

Reason: A sailplane of type K 7 suffered a structural failure of the elevator during winch launching. As a consequence, the flight could be finished with reduced controllability, only. A total loss of control cannot be excluded in such a case. The failure was caused by a detached gluing of the rib no. 1 of the elevator. Unfortunately, this problem occurs repeatedly and was addressed already with the LTA 72-7 (latest revision 72-7/3 from 1989) and the belonging technical notes. Despite the confirmed execution of the associated TN, the K 7 had a failure of the elevator. The Hungarian investigating authority assumes that the present calendrical rhythm of the inspection is not sufficient but the number of take-offs has to be regarded as well. This proposal will be followed and a new interval for the inspection of the rib no. 1 of the elevator is established. Due to the similar design of the elevator the ASK 16 aircrafts are affected by this change as well.

Action:

A) Inspection of the gluing between rib No. 1 and the plywood of the D-box skin according to appendix 01-2021 of the Flight and Operations manual. Damages found during inspection have to be reported to the manufacturer and repaired according to the repair instructions before the next flight.

B) The manual appendix 01-2021 must be inserted in the Flight and Operations Manual of the glider as an annex, and a corresponding entry must be made into the "Amendments to the Manual". According to the instructions within the appendix the inspection of the elevator becomes mandatory with the following intervals

- 1x within the last 12 months
- 1x within the last 500 take-offs

The criterion that occurs first applies.

The inspection has to be considered as an airworthiness limitation.

Material and Drawings: Appendix 01-2021 for the Flight and Operations Manual, issue 01.03.2021, Rev. 01 dated 10.10.2023.

Mass and Balance: In case of a repair, the change in mass and C. of G. position has to be determined by weighing. Otherwise, the change in mass and C. of G. position is negligible.

Notes:

The inspection of the elevator has to be considered as a non-complex maintenance task regarding aviation law. The respective regulations must be applied. A possible repair has to be considered as a complex maintenance task regarding aviation law.

Attention should be drawn here once again especially to the importance to comply with loading and operating limits, especially with older aircraft. The operation of the aircraft within the permissible limits is essential for safe flight operations!

The BGA (British Gliding Association) has already published in 2004 the inspection instruction 042/07/2004 for several older Schleicher aircraft which can be accessed freely in the latest revision 6. Operators of older aircraft, also outside the applicability of the BGA are advised to consider these inspection instructions for the maintenance of their aircrafts.

The investigation report from the Hungarian authority (Ministry for Innovation and Technology – Transportation Safety Bureau) for the last occurrence with a K 7 can be accessed freely with the reference 2018-734-4.

Please report information on test results or other incidents to pruefbuero@alexander-schleicher.de or on 06658 / 89-0.

Poppenhausen, 01.11.2023

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The initial issue of this Technical Note bases on a change which was approved by EASA under the major change approval EASA 10076891.