


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0091</p> <p>Date: 12 April 2013</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: ALEXANDER SCHLEICHER GmbH & CO Segelflugzeugbau</p>		<p>Type/Model designation(s): Ka 6, K 7, K 8, ASK 13 and ASK 18 sailplanes</p>
<p>TCDS Numbers: LBA Kennblätter 205, 211, 216, 267 and 307</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: This AD supersedes EASA AD 2012-0246 dated 16 November 2012.</p>		
ATA 27		
Flight Controls – Automatic Elevator Control Connection in the Fuselage – Inspection / Replacement / Revision		
<p>Manufacturer(s): Alexander Schleicher GmbH & CO Segelflugzeugbau.</p>		
<p>Applicability: Ka 6, Ka 6/0, Ka 6B, Ka 6BR, Ka 6C, Ka 6CR, K 7, K 8, K 8B, K 8C, ASK 13, ASK 18 and ASK 18B sailplanes, all serial numbers.</p>		
<p>Reason:</p> <p>A recent report has been received concerning a problem with the elevator control during take-off of an ASK 13 sailplane. The results of the technical investigation revealed a misalignment in the automatic elevator control connection, presumably caused by an incorrect repair or damage at the tail-plane-area. In addition, similar elevator connection failure during early 1960`s which led to the issuance of LBA LTM 4/62. However, LTM 4/62 did not apply to ASK 13 and ASK 18 sailplanes coming later into production.</p> <p>This condition, if not detected and corrected, could lead to failure of the automatic elevator control connection, possibly resulting in loss of control of the sailplane.</p> <p>To address this unsafe condition, Alexander Schleicher GmbH issued a Technical Note (TN) (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24; K 8 TN-Nr. 30; ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9) providing instructions for elevator control inspection and replacement and EASA issued AD 2012-0246 to require accomplishment of those instructions.</p> <p>Since that AD was issued, Alexander Schleicher GmbH issued a revision of TN (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24; K 8 TN-Nr. 30; ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9), dated 08 January 2013 to re-introduce a pushrod support modification for K 7 and K 8 sailplanes, previously required by LBA LTM 4/62, but no longer required by EASA AD 2012-0246, which superseded the LBA LTM.</p>		

	For the reasons described above, this AD retains the requirements of EASA AD 2012-0246, which is superseded, and additionally requires, for K 7 and K 8 sailplanes, verification of embodiment of pushrod support modification, and depending on finding, pushrod support modification.
Effective Date:	26 April 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Restatement of EASA AD 2012-0246 requirements:</p> <p>(1) During the next annual inspection or within 90 days, whichever occurs first after 30 November 2012 [the effective date of EASA AD 2012-0246], accomplish a one-time inspection of the elevator control rod in the tail-plane in accordance with the instructions of the Alexander Schleicher TN (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24; K 8 TN-Nr. 30; ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9), as applicable to the sailplane model.</p> <p>(2) If, during the inspection as required by paragraph (1) of this AD, any bend and/or misaligned elevator control connection is detected, before next flight, replace the elevator control connection with a serviceable part in accordance with the instructions of the Alexander Schleicher TN (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24; K 8 TN-Nr. 30; ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9), as applicable to the sailplane model.</p> <p>New requirements of this AD:</p> <p>(3) During the next annual inspection after the effective date of this AD, add the Alexander Schleicher Technical Note (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24; K 8 TN-Nr. 30; ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9) to the Operational Manual of the relevant sailplane.</p> <p>(4) Within 90 days after the effective date of this AD, verify embodiment of additional pushrod support modification (mod) on a sailplane in accordance with Alexander Schleicher GmbH & Co mod TN-Nr. 7 or mod TN-Nr. 8 for K 7 sailplanes or Alexander Schleicher GmbH & Co mod TN-Nr. 6 or mod TN-Nr. 7 for K 8 sailplanes, as applicable. A review of a sailplane maintenance records is acceptable to make the determination of the embodiment of the additional pushrod mod, provided those records can be relied upon for that purpose.</p> <p>Note 1: Embodiment of additional pushrod support Alexander Schleicher GmbH & Co mod TN-Nr. 7 or mod TN-Nr. 8 for K 7 sailplanes or Alexander Schleicher GmbH & Co mod TN-Nr. 6 or mod TN-Nr. 7 for K 8 sailplanes may be recorded as compliance with LBA Germany AD (LTM) 4/62 dated 17 March 1962.</p> <p>(5) If, during the verification as required by paragraph (4) of this AD, no additional pushrod support modification is found, before next flight modify the sailplane pushrod support in accordance with the instructions of Alexander Schleicher GmbH & Co mod TN-Nr. 8 for K 7 sailplanes or Alexander Schleicher GmbH & Co mod TN-Nr. 7 for K 8 sailplanes, as applicable.</p> <p>Note 2: Verification of embodiment of an additional pushrod support modification, as required by paragraph (4) of this AD, may be accomplished by the pilot owner in accordance with paragraph M.A.803 of Commission Regulation (EC) No 2042/2003.</p> <p>(6) Inspection and corrective actions accomplished before the effective date of this AD in accordance with Alexander Schleicher GmbH & Co. TN (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24, K 8 TN-Nr. 30, ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9), dated 19 July 2012 are acceptable to comply with requirements of paragraphs (1) and (2) of this AD. After the effective date of this AD, TN (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24, K 8 TN-Nr. 30, ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9) dated 08 January 2013 or later approved revisions must be used.</p>

Ref. Publications:	<p>Alexander Schleicher GmbH & Co. Technical Note (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24, K 8 TN-Nr. 30, ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9), dated 08 January 2013,</p> <p>Alexander Schleicher GmbH & Co TN-Nr. 7 for K 7 sailplanes, dated 23 November 1961,</p> <p>Alexander Schleicher GmbH & Co TN-Nr. 8 for K 7 sailplanes, dated 23 November 1961,</p> <p>Alexander Schleicher GmbH & Co TN-Nr. 6 for K 8 sailplanes, dated 24 November 1961,</p> <p>Alexander Schleicher GmbH & Co TN-Nr. 7 for K 8 sailplanes, dated 24 November 1961.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Alexander Schleicher GmbH & Co.; Mr. M. Heide, Germany Telephone: +49 (0) 06658 89-0 Fax: +49 (0) 06658 89-40. E-mail: info@alexander-schleicher.de.