



SUBJ: Flight Controls

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin informs you of an airworthiness concern for Alexander Schleicher powered and non-powered sailplane Models ASW 22, ASW 22B, ASW 22BL, ASH 25, and ASH 25E, all serial numbers. The European Aviation Safety Agency (EASA) has issued Airworthiness Directive (AD) number 2008-0059, dated March 26, 2008, for those sailplanes registered for operation in Europe. That AD is based on Alexander Schleicher Technical Note No. 16/20/28, EASA-approved on March 18, 2008.

Background

A partially broken lever of a flap control system on a Model ASH 25 was discovered during a service inspection. Further investigations performed on a few sailplanes of a similar design have revealed gaps between the bearing flange and the lever plate, which indicates a bent lever, and/or black-colored borders around the rivet heads, which evidences deterioration of the lever. Rupture of such a lever, located in the fuselage behind the rear cross tube, would lead to a symmetrical failure of the flap system and would result in a limited controllability and higher minimum speeds.

The EASA AD requires an inspection and replacement of the flap control lever with one of improved design, as instructed in the above referenced Alexander Schleicher Technical Note.

Recommendations

These sailplanes are not type certificated in the United States and, therefore, the condition is not addressed by FAA AD action. However, these sailplanes could be operating in the United States with an experimental airworthiness certificate or other means. However, we recommend all owners and operators comply with actions outlined in Alexander Schleicher Technical Note No. 16/20/28.

For Further Information Contact

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