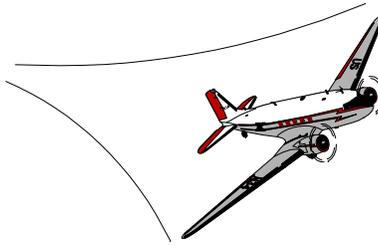


SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department
of Transportation
**Federal Aviation
Administration**

AIRCRAFT CERTIFICATION SERVICE
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This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

The purpose of this Special Airworthiness Information Bulletin (SAIB) is to provide safety information to Alexander Schleicher Models Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, Ka 6 CR-Pe, and Ka 6 E sailplanes owners on the following:

- **Ka 6 and Ka 6 B** Interchange of Rear Stabilizer Connection (Modification No. 2)
- **Ka 6 and Ka 6 B** Spar Root Plywood Inserts (Modification No. 2)
- **All Ka 6 Series** Strengthening of the Plywood Web on the Outer Spar at Aileron Bellcrank (Modification No. 3)
- **Ka 6 E** Elevator Spar Extension (Technical Note No. 18)
- **All Ka 6 Series** Elevator fitting inspection (Technical Note No. 21)

Background

The FAA is currently conducting an assessment of foreign airworthiness directives that have been issued by the German Luftfahrt-Bundesamt (LBA) on German type certificated sailplanes. The LBA has issued German airworthiness directives on the service difficulty issues listed above. The FAA is currently assessing the need to issue corresponding U.S. airworthiness directives on U.S. type certificated Model Ka 6 Series sailplanes. In the interim, the FAA is using this Special Airworthiness Information Bulletin to inform U.S. owners of this model sailplane of the service difficulties reported by the manufacturer. If an airworthiness directive is determined to be appropriate, a Notice of Proposed Rulemaking will be issued. The following is a brief description of the main areas of each issue.

Ka 6 and Ka 6 B Interchange of Rear Stabilizer Connection (Modification No. 2)

Alexander Schleicher has noted several occurrences of excessive wear in the rear spar stabilizer connection area. To eliminate this possibility, Alexander Schleicher has issued Modification No. 2 that requires replacing the bolts at the rear stabilizer connection. For your information, Modification No. 2 has been enclosed. The FAA highly encourages you to accomplish this modification on your sailplane. If this modification has not been accomplished, the manufacturer has estimated that it will take approximately twenty hours to complete. Alexander Schleicher has parts available to accomplish this modification at the cost of approximately \$120.00 U.S. dollars.

Ka 6 and Ka 6 B Spar Root Plywood Inserts (Modification No. 2)

Alexander Schleicher has determined that there have been several occurrences of cracks that were noted in the plywood root spar connection. To eliminate this possibility, Alexander Schleicher has issued Modification No. 2 that requires modification of the spar connection. For your information, Modification No. 2 has been enclosed. The FAA highly encourages you to accomplish this modification on your sailplane. If this modification has not been accomplished, the manufacturer

has estimated that it will take approximately forty hours to complete. Alexander Schleicher has parts available to accomplish this modification at the cost of approximately \$240.00 U.S. dollars.

Strengthening of the Plywood Web on the Outer Spar at Aileron Bellcrank (Modification # 3)

Alexander Schleicher has determined that there have been several occurrences of spar web damage when the aileron bellcrank was disconnected. To eliminate this possibility, Alexander Schleicher has issued Modification No. 1 that requires strengthening the plywood web on the outer spar at the aileron bellcrank. For your information, Modification #3 has been enclosed. The FAA highly encourages you to accomplish this modification on your sailplane. If this modification has not been accomplished, the manufacturer has estimated that it will take approximately one hour to conduct the inspection and six hours to accomplish the modification. Alexander Schleicher has specified that locally procured parts are acceptable and should cost approximately \$20.00 U.S. dollars.

Ka 6 E Elevator Spar Extension (Technical Note No. 18)

Alexander Schleicher has determined that there is a possibility of the elevator halves not being properly secured during assembly by inserting the securing pin outside of the tube end. To eliminate this possibility, Alexander Schleicher has issued Technical Note No. 18 that requires a tube extension to be riveted to the tube spar. For your information, Technical Note No. 18 has been enclosed. The FAA highly encourages you to accomplish this modification on your sailplane. If this modification has not been accomplished, the manufacturer has estimated that it will take approximately two hours to complete. Alexander Schleicher has the required parts available at the cost of approximately \$10.00 U.S. dollars.

Elevator fitting inspection (Technical Note No. 21)

Alexander Schleicher has determined that there has been an occurrence on a Model K7 where the loss of elevator control was caused due to a disbond of a glue joint at the number 1 elevator rib. The Models Ka 6 series and K7 are similar in design in this area. To eliminate this possibility, Alexander Schleicher has issued Technical Note No. 18 that requires inspection of the glued joint between rib number 1 and the leading edge plywood and the elevator spar respectively for adequate condition. For your information, LBA Airworthiness Directive 72-7/3 is enclosed as well as Alexander Schleicher Technical Note No. 21. The FAA highly encourages you to accomplish this inspection, and modification if required, on your sailplane. If this inspection/modification has not been accomplished, the manufacturer has estimated that it will take approximately one hour to conduct the inspection and ten hours to accomplish the modification. Alexander Schleicher has the parts available to accomplish this modification. The cost is approximately \$50.00 U.S. dollars for a set of No. 1 ribs.

NOTE: The FAA issued AD 75-23-03 applicable to this airworthiness issue. Subsequent to the issuance of this AD, there was another occurrence of a disbonding. For this reason, Alexander Schleicher issued Technical Note No. 21, and the LBA issue the German AD 72-7/3 in December 1989.

Additional Information

The FAA has issued the following Airworthiness Directives (AD) on the Alexander Schleicher Models Ka 6 Series. This information is provided to you for your information only.

- AD 64-07-05 [**Model Ka 6**]; To preclude elevator control failures due to deflection of a long unsupported section of the push-pull control.
- AD 64-14-06 [**Model Ka 6**]; Cracks in the forward horizontal stabilizer fitting.
- AD 69-05-06 [**Model Ka 6 E**]; To prevent the failure of the thermos-bottle mounting brackets.
- AD 64-09-06 [**All Ka 6 Series**]; Cracks and faulty welds in the airbrake push-pull rod.

- AD 75-23-03[**All Ka 6 Series**]; To prevent structural failure of the elevator and loss of control of the elevator. It is necessary to read, “**Elevator fitting inspection (Technical Note No. 18)**” in the text above.

Further Information Contact:

Alexander Schleicher GmbH & Co. Segelflugzeugbau, Postfach 60, D-36161 Poppenhausen, Germany; Telephone 49.6658.8920; Facsimile 49.6658.8940 or 49.6658.8923.

John Murray, Eastern Sailplanes, United States Alexander Schleicher Dealer, 398 Miami Street, Post Office Box 753, Waynesville, OH 45068; Telephone (513) 897-5667; Facsimile (513) 897-5909.

Mike Kiesov, Aerospace Engineer/Pilot, FAA, Small Airplane Directorate, 1201 Walnut, Kansas City, Missouri, 64106; telephone (816) 426-6934; Facsimile (816) 426-2169.