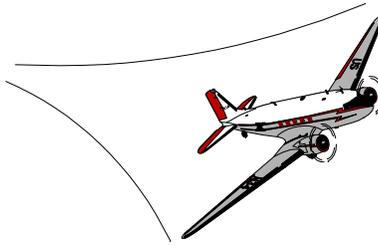


# SPECIAL AIRWORTHINESS INFORMATION BULLETIN



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 Model ASK-8 sailplane owners on the following:

- Examination of the canopy lock (Technical Note No. 21)
- Elevator fitting inspection (Technical Note No. 23)
- Canopy retaining cord; inspection/replacement (Technical Note No. 24)
- Rudder pedals; inspection/modification (Technical Note No. 24)
- Elevator control linkage; inspection/replacement (Technical Note No. 24)
- Inspection of fuselage tube skeleton and control linkages for corrosion (Technical Note No. 24)
- Amendment of the K8 Flight and Operations Manual (Technical Note No. 24)
- Specification of the maximum diameter for the wing attachment pins (Technical Note No. 24)
- Strengthening of the plywood web on the outer spar at aileron bell crank (Modification No. 1)
- Removing the fittings to carry the ballast weights (Modification No. 2)
- Changing the middle elevator bearing support (Modification No. 3)

## **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 a corresponding U.S. airworthiness directive on U.S. type certificated Model ASK-8 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.

## **Examination of the canopy lock (Technical Note No. 21)**

Alexander Schleicher has determined that there have been service history that has shown that if the canopy locking cam is not 2 mm high, the canopy may come open in flight. To eliminate this possibility, Alexander Schleicher has issued Technical Note No. 21 that requires inspection and modification of the canopy lock (if required). For your information, LBA Airworthiness Directive 80-158 is enclosed as well as Alexander Schleicher Technical Note No. 21. The FAA highly encourages you to accomplish this inspection and modification 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 one hour to accomplish the modification. Alexander Schleicher has the parts available to accomplish this modification. The cost is approximately \$50.00 U.S. dollars for the canopy locking assembly.

**Elevator fitting inspection (Technical Note No. 23)**

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 K7 and K8 are similar in design in this area. To eliminate this possibility, Alexander Schleicher has issued Technical Note 23 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. 23. 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 pins. 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 23, and the LBA issue the German AD 72-7/3 in December 1989.

**Canopy retaining cord; inspection/replacement (Technical Note No. 24)**

Alexander Schleicher has determined through a serious accident that the canopy did not release from the retaining chord when the canopy was jettisoned. To eliminate this possibility, Alexander Schleicher has issued Technical Note 24, action A1, that requires checking whether the canopy retaining chord uses a snap hook as a weak link at the fuselage. For your information, LBA Airworthiness Directive 96-005 is enclosed as well as Alexander Schleicher Technical Note No. 24. The FAA highly encourages you to determine if this modification has been accomplished on your sailplane. If this modification has not been accomplished, the manufacturer has estimated that it will take approximately two hours to accomplish the modification. Alexander Schleicher has stated that locally procured parts are acceptable and will cost approximately \$20.00 U.S. dollars to accomplish the modification.

**Rudder pedals; inspection/modification (Technical Note No. 24)**

Alexander Schleicher has determined that there have been several occurrences where the collars of the rudder pedals have bent causing a restriction in the full deflection of the rudder pedals. To eliminate this possibility, Alexander Schleicher has issued Technical Note 24, action A2, that requires modification of the attachment collar of the rudder pedals. For your information, LBA Airworthiness Directive 96-005 is enclosed as well as Alexander Schleicher Technical Note No. 24. The FAA highly encourages you to determine if this modification has been accomplished on your sailplane. If this modification has not been accomplished, the manufacturer has estimated that it will take approximately fifteen hours to accomplish the modification. Alexander Schleicher has the parts available to accomplish this modification. The cost is approximately \$10.00 U.S. dollars.

**Elevator control linkage; inspection/replacement (Technical Note No. 24)**

Alexander Schleicher has determined that there have been five occurrences (one fatal) where the bending has occurred in the elevator push rod control system that caused loss of control of the sailplane. To eliminate this possibility, Alexander Schleicher has issued Technical Note 24, action A3, that requires inspection of the elevator push rods for bending, deformation and or damage. For your information, LBA Airworthiness Directive 96-005 is enclosed as well as Alexander Schleicher Technical Note No. 24. The FAA highly encourages you to determine if this modification has been accomplished on your sailplane. If this modification has not been accomplished, the manufacturer has estimated that it will take approximately two hours 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 \$100.00 U.S. dollars.

**Inspection of fuselage tube skeleton and control linkages for corrosion (Technical Note No. 24)**

Alexander Schleicher has determined that there have been several occurrences where moisture has entered the structural tubing and caused internal corrosion. To eliminate this possibility, Alexander Schleicher has issued Technical Note 24, action A4, that requires inspection of the fuselage structural tubing and control linkages for corrosion, and if necessary, replace concerned parts. For your information, LBA Airworthiness Directive 96-005 is enclosed as well as Alexander Schleicher Technical Note No. 24. The FAA highly encourages you to determine if this inspection has been accomplished on your sailplane. If this inspection has not been accomplished, the manufacturer has estimated that it will take approximately fifteen hours. The time required to accomplish any repairs is dependent on the problems found. Alexander Schleicher has the parts available for this sailplane. Prices for affected parts may be obtained from the manufacturer.

**Amendment of the K8 Flight and Operations Manual (Technical Note No. 24)**

Alexander Schleicher has determined that Technical Note No. 24 must be inserted into the Flight and Maintenance Manual K8 as an annex to "Attachments" and the insertion must be certified in the Manual.

**Specification of the maximum diameter for the wing attachment pins (Technical Note No. 24)**

Alexander Schleicher has determined that there have been several occurrences where the wing to fuselage fittings have become loose. This condition can cause premature fatigue and control problems (possibility of flutter). To eliminate this possibility, Alexander Schleicher has issued Technical Note 24, action B2, that requires inspection for play between the wing to fuselage attachment. For your information, LBA Airworthiness Directive 96-005 is enclosed as well as Alexander Schleicher Technical Note No. 24. 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 pins.

**Strengthening of the plywood web on the outer spar at aileron bell crank (Modification No. 1)**

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 No. 1 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.

**Removing the fittings to carry the ballast weights (Modification No. 2)**

Alexander Schleicher has determined that there has been one occurrence where the rudder pedal has been caught on the front fitting of the balance weights. This condition can cause loss of rudder control. To eliminate this possibility, Alexander Schleicher has issued Modification No. 2 that requires removal of the fittings that carry the ballast weight. For your information, Alexander Schleicher Modification No. 2 is 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 three hours to accomplish.

**Changing the middle elevator bearing support (Modification No. 3)**

Alexander Schleicher has determined that there have been several occurrences where the middle elevator bearing support may crack as a result of the welds on the ground plane being ground to thin. This condition can cause limited elevator control. To eliminate this possibility, Alexander Schleicher has issued Modification No. 3 that requires inspection and replacement of the ground plate. For your information, Alexander Schleicher Modification No. 3 is enclosed. The FAA highly encourages you to accomplish this inspection and modification 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.

**Additional Information**

The FAA has issued the following Airworthiness Directives (AD) on the Alexander Schleicher Model ASK-8. This information is provided to you for your information only.

- AD 64-07-05; To preclude elevator control failures due to deflection of the long unsupported section of the push-pull control system (Modification No. 7).
- AD 64-09-06; Cracks and faulty welds in the airbrake push-pull rod (Modification No. 9).
- AD 75-19-01; To prevent the failure of the airbrake bellcrank inboard bearing brackets to the main fuselage attachment welds (Modification No. 10). NOTE: AD 64-09-06 was superseded by AD 75-19-01.
- AD 75-23-03; To prevent structural failure of the elevator and loss of control of the elevator control. It is necessary to read, “**Elevator fitting inspection (Technical Note No. 23)**” in the text above.

**For Further Information Contact:**

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