

British Gliding Association
Aircraft Inspection

Mandatory

Number: 043/07/2004	Issue: issue 2
Date: 06 th February 2015	

Subject: Elevator rib 1 inspection

Applicability: Schleicher Ka 2, Ka 2B, Ka 6 series, K7, K7 conversions, K8 series, K9, ASK 13 series, ASK 18 series and all variants of each type as detailed in the AD.

Accomplishment: At next and subsequent annual C of A inspections.

Reason: Issue 1. To detect premature failure of elevator drive rib due to glue failure.
Issue 2. Amendment to increase the scope of inspection due to a failure occurring that the issue 1 did not find.

Instructions: Carry out the requirements of AD 72-7/3 and the applicable Schleicher Technical Note.
(TN number will vary according to the aircraft type)

The frequency of the inspection of elevator rib 1 has been increased from 3 years to 1 year between inspections for BGA aircraft. As an option, the fabric covering over the glue joint may be omitted and suitable paint used to seal the joint. The paint must be inspected and replaced annually as necessary.

It is recommended to apply a small load to each elevator input arm in the direction of operation. Also apply a gentle but significant load pulling the root out of the D box tunnel. This action will assist in identifying if a problem with the glue joint exists.

As an extra safety net it is recommended that if the outer hinge pins are long enough, and have split pin holes protruding past the tailplane hinge (the original factory hinges were built this way as standard) then put a small washer and split in them. That way if there was a total glue failure of the rib in flight, the elevator cannot move sideways and disengage.

Record compliance in the glider log book and if there is any sign of failure inform the BGA

Approved by Gordon MacDonald, Chief Technical Officer