**Contact:** UK Agent: - Zulu Glasstek, Peter Wells Tel 01844 201028 or 208157 <http://www.zulu-glasstek.co.uk/>

A lot of spares like oversize pins and GL1 wood available at <http://www.ltb-krane.de/>

Current AD’s available on LBA web site. <http://www.lba.de/EN/DivisionT/Airworthiness/ADs/AD_node.html> and more recent ADs <http://ad.easa.europa.eu/>

Schleicher ADs and TN’s can be viewed at <http://www.alexander-schleicher.de/en/tm-lta-wa/> All Technical notes should be reviewed to determine applicability.

**Schleicher General**

M Structure Glue inspection every 3 years at annual after 1st Nov 2015 BGA 042/07/2004 issue 6 <https://members.gliding.co.uk/library/airworthiness/bga-inspection-042-07/>

M Elevator control Bent elevator control arms now extended to all types with plate alloy elevator arms and

 Inspection requirements clarified BGA 004/08/2000 issue 2 5-2009

**Rhönlerche II ("Ka 4")**  (Brief descriptions translated from German text. See AD for full details)

M Structure Glue inspection every 3 years at annual after 1st Nov 2015 BGA 042/07/2004 issue 6

M Flight controls Elevator rib 1 inspection increased frequency to every year BGA 043/07/2004 issue 2 1-2015

**Ka-6 series** (Brief descriptions translated from German text. See AD for full details)

M Controls Elevator drive engagement check BGA 003/08/2000 08/00

M Structure Structural inspection due at next annual after 1st Nov 2015 BGA 042/07/2004 issue 5

M Flight controls Elevator rib 1 inspection increased frequency to every year BGA 043/07/2004 issue 2 1-2015

M Flight controls Elevator trim tab control horn end rib inspection BGA 045/07/2005 issue 1

M Structure Glue inspection every 3 years at annual after 1st Nov 2015 BGA 042/07/2004 issue 6

**K6 In Service Reports (Advisory)**

 Wing ribs 1 & 2 inspect for cracks 03/82 & 10/80

 Tail plane front mounting damaged by carrying handle - delete handle 06/83

 Elevator drive rod damaged near elevator by misrigging 06/83

 Tail plane rear mounting cracked & worn fittings, loose & corroded bolts 06/96, 04/94 & 06/91

 Canopy catch insecure 06/94

 Trim spring & lower mounting bracket corroded/cracked – inspect 06/86

 Airbrake paddles delaminated bolt and glue paddles to aluminium parts BGA

 Tail plane insecure reinforce/repair mounting as necessary 04/87

 Air brakes Cracks in air brake aperture 02/00

 Elevator trim Split pin and washer missing from control inside fuselage

 Seat Seat repositioned causing over travel of elevator and unusual spin behaviour 5-2013

**K-7**

M Rear stick comes out of mounting lock into place 04/83

M Canopy Strap fouls rear stick/brake lever. Fit secondary strap.

M Controls Elevator drive engagement check BGA 003/08/2000 08/00

M Structure Glue inspection every 3 years at annual after 1st Nov 2015 BGA 042/07/2004 issue 6

M Flight controls Elevator rib 1 inspection increased frequency to every year BGA 043/07/2004 issue 2 1-2015

M Flight controls Elevator trim tab control horn end rib inspection BGA 045/07/2005 issue 1

**K7 In Service Reports (Advisory)**

 Fuselage centre section cracks in welds 06/85

 Rear canopies detach in flight locating lugs removed or badly warn 02/87 & 08/91

 Rudder cable may catch under rear airbrake pivot nut, fit guard if necessary 12/99

 Air brake pivots Pivot bolts may migrate if not locked 02/00

 Jammed open in flight Control stop jumped past stop tube 02/01

**K-8**  (Brief descriptions translated from German text. See AD for full details)

M Elevator drive Inspection of engagement BGA 003/08/2000 Iss. 1 08/00

M Structure Structural inspection due at next annual after 1st Nov 2015 BGA 042/07/2004 issue 5

M Flight controls Elevator rib 1 inspection increased frequency to every year BGA 043/07/2004 issue 2 1-2015

M Flight controls Elevator trim tab control horn end rib inspection BGA 045/07/2005 issue 1

**K8 and K18 In Service Reports (Advisory)**

 Wing ribs 1&2 inspect for cracks 10/80

 Control system lower mounting in fuselage centre - cracked - inspect 03/82

 Seat back to be fitted (K-8) to prevent parachute catching between tubes 11/82

 Elevator hinge pins not secure - inspect 12/86

 Rudder cables fouling elevator rod 02/92

 Elevator hinge cracked 06/92

 Tail plane mountings cracked and corroded 04/93

 Fuselage tubes X-ray inspection is possible 04/97

 Elevator push rod check for bending 04/96 & 04/97

 Elevator control (K8) Operating bearing fitted to incorrect holes in operating arms. 1-2007

 Wings Balsa wood packing found inside wing 4-2011

**ASK-13 series** (including Jubi GmbH aircraft)

M Rear stick comes out of mounting lock into place 04/83

M Canopy Strap fouls rear stick/brake lever. Fit secondary strap.

M Elevator Inspection for bent elevator arms BGA 004/08/2000 Iss 1 08/00

R Controls inspection of aileron and air brake control support brackets BGA 008/10/2000 Iss 1 10/00

M Elevator drive Inspection of engagement BGA 010/12/2000 Iss 1 12/00

M Structure Structural inspection due at next annual after 1st Nov 2015 BGA 042/07/2004 issue 5

M Flight controls Elevator rib 1 inspection increased frequency to every year BGA 043/07/2004 issue 2 1-2015

M Flight controls Elevator trim tab control horn end rib inspection BGA 045/07/2005 issue 1

**ASK 13 In Service Reports (Advisory)**

 Canopy opened in flight improperly locked (lack of lubrication) - colour code open/shut 02/87

 Wheel brake lug failure 10/75

 Canopy jettison inoperative and hinge fractured - lack of lubrication 02/91

 Weak link reduced to 850 Kg max winch/auto speed increased to 60 kts 12/93

 Aileron balance weight supports corroded 02/94

 Airbrake drive behind rear seat torque tube failure near drive lug weld 04/97

 Air brake pivots Pivot bolts may migrate if not locked 02/00

 Rudder pedals Failure of tube at attachment to pedal 04/00

 Ballast weights Unsecured ballast fouling controls due to bolt failure 04/00

 Landing Gear Suspension “Donuts” displaced after heavy landing and restricting controls 08/02

 Spin training In extended weight category, K13’s are approved for spin training whilst operating. Other aerobatics prohibited. 1-2007

 Air Brake Control Rear Air Brake lever broken at rod attachment bearing location 6-2008, 5-2010

 Aileron. Airbrake Cracked bracket at wing root (BGA Inspection 008/10/2000 refers) 5-2010

 Battery Box Battery secured with cable ties due to broken support 1-2011

 Nose Wheels Non Schleicher conversions susceptible to damage from hard landings 1-2011

 Seat Harness Incorrect bolt fitted to harness anchor point 2-2013

 Rudder pedals Ensure fwd rudder cables are correct length to avoid pedals fouling nose cone 3-2013

 Lower sternpost Rotten wood at lower sternpost and extremely corroded bolts 2-2015

**ASK-14** also see general and airbrake sections

M Controls Elevator tube spar inspection AD 70-86, TN 3

M Controls Cable inspections Nicropress sleeves AD 82-216

M Fuel system Fuel tank AD 89-121, TN 6 10/89

M Controls L’Hotellier connectors AD 1993-001/3

R Structure Glue inspection every 3 years at annual after 1st Nov 2015 BGA 042/07/2004 issue 6

**ASK 16**

R Structure Glue inspection every 3 years at annual after 1st Nov 2015 BGA 042/07/2004 issue 6

 **ASK 16 In Service Reports (Advisory)**

 Control tubes in the wing corroded 02/92

**ASK 18**

M Controls Elevator drive engagement check BGA 010/12/2000 12/00

M Structure Glue inspection every 3 years at annual after 1st Nov 2015 BGA 042/07/2004 issue 6

M Flight controls Elevator rib 1 inspection increased frequency to every year BGA 043/07/2004 issue 2 1-2015

M Rudder control Inspection & modification of rudder cable guide tube BGA 026/03/2002 Issue 1

M Flight controls Elevator trim tab control horn end rib inspection BGA 045/07/2005 issue 1

**K8 and K18 In Service Reports (Advisory)**

 Wing ribs 1&2 inspect for cracks 10/80

 Control system lower mounting in fuselage centre - cracked - inspect 03/82

 Seat back to be fitted (K-8) to prevent parachute catching between tubes 11/82

 Elevator hinge pins not secure - inspect 12/86

 Rudder cables fouling elevator rod 02/92

 Elevator hinge cracked 06/92

 Tail plane mountings cracked and corroded 04/93

 Fuselage tubes X-ray inspection is possible 04/97

 Elevator push rod check for bending 04/96 & 04/97

 Elevator control (K8) Operating bearing fitted to incorrect holes in operating arms. 1-2007

 Structures Delamination of spar ply found during 5 year inspection 2-2011

 **Schleicher Wood / Metal general - In Service Reports (Advisory)**

 Flying controls Aileron horn and balance weight support are corroded 04/05

 Wheel brake cables to be wire wiped at turnbuckle to prevent air brake restriction 10/66

 Wings, damage by water/damp ply separation & spar damage 02/00, 10/83, 08/83 & 08/76

 Rudder pedals (front) cracked and bent - clips broken 08/94 ,06/84 & 02/77

 Rudder hinges (top & bottom) cracked 04/87, 02/84, 04/80 & 01/79

 Rudder mounting brackets cracked 04/91 & 02/90

 Lower rudder hinge mount cracked repair and reinforce with 2mm ply as necessary 06/97

 Elevator drive (not Ka-6E & 14) check full engagement after repair 06/87

 Rigging of ailerons both neutral with elevator neutral 08/87

 Fin attachments (rear) damage by water and corroded 08/98, 06/95, 01/93 & 02/90

 Steel tubes around wheel boxes rusted through - lack of drainage 04/90

 Trim tab root rib glued joint failure tab detached - introduce drain holes 08/90

 Rear fuselages (ASK 13 & K 7) structural failures 02/91

 Control connectors at wing root bending of thread - adjust correctly/fit airbrake system stop

 half connector top may be cut away to give clearance with bellcrank 02/91

 Trim system turnbuckles failure at trim lever 08/91

 Fin attachments ply cracked (front) & rotten at bottom 08/87 & 06/92

 Canopy locks worn Ka 2/2b (& Ka 7?) canopies open during sideslips 08/97

 Tail plane mounting bolt threads wear - replace bolts as necessary 06/99

 Rudder Pedal Failure Ka13 Reported failure. 04/00

 Unsecured ballast weight Attachment bolt failed 04/00

 Bogus parts Problems with bogus parts 04/00

 Fuselage fittings K7 low wing conversion found with excessive material removed from wing attachment lugs 4/2006

 Control connections K13 (applicable to other types) Aileron disconnect safety/locking pin bent and missed rigging pin hole

 Replace safety pins if bent or distorted 4/2006

 Elevator control (K8) Operating bearing fitted to incorrect holes in operating arms. Could also affect other similar types 1-2007

 Structure Delaminated stern post after hard ground strike 2-2007

 Rudder pedals Saddle clamps broken causing pedals to jam on fuselage frame 2-2007

 Wheels Broken tie bolts. Take care when removing wheels, deflate if necessary 2-2007

 Airbrake stops insecure rivet them into place 07/76

 Cross-link in centre section (not ASK-13) cracked and twisted - reinforce 04/89, 12/88 & 12/84

 Airbrake handle failures cracks at rivet and bearing holes 10/95, 04/94, 06/92 & 10/88

 Airbrake paddles (lower) delamination, lack of drain holes 04/93 & 04/89

 Airbrakes (Ka-2B & K-7) reduction of travel and loads 02/85 & 08/89

 recommended airbrake travel K-7, restriction to prevent heavy landings Paddles should not quite clear cut-outs in wings. 08/99

 Jammed open in flight Operating arm attach. Bolt to paddle fouling wing box. Incorrectly positioned slot 02/01

 ASK 13 Airbrakes Continuing problems with cracked “A” brackets at wing root – see pervious 08/03

 Controls (K6cr and poss others) Aileron disconnect due QR safety clip fouling ctr. Section shelf. Ensure only correct size clip is used 10/03

 Controls (K13 and others) damage to control rods in ctr. Section due to rigging damage. Check for bent rods and fittings. 10/03

 Fin attachment It is recommended to pack lower face of fin against fuselage tubes to prevent flexing 04/04