

# Schleicher (Germany) Wooden / Metal Structure Aircraft

## CONTACT

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**Spares:** A lot of spares like oversize pins and GL1 wood available at [LTB Cranes](#)

## Airworthiness Directives

[LBA](#), [EASA](#), [Factory AD's and TN's](#)

*Note: All Technical notes should be reviewed to determine applicability.*

## Schleicher General

Status	Subject	Detail	Reference Information	TNS
M	Structure	Glue inspection every 3 years at annual after 1 <sup>st</sup> Nov 2015	<a href="#">BGA 042/07/2004 issue 6</a>	
M	Elevator control	Bent elevator control arms now extended to all types with plate alloy elevator arms and Inspection requirements clarified	<a href="#">BGA 004/08/2000 issue 2</a>	<a href="#">5-2009</a>

## Schleicher Wood / Metal General - In Service Reports (Advisory)

Status	Subject	Detail	Reference Information	TNS
	Flying controls	Aileron horn and balance weight support are corroded		<a href="#">04/05</a>
	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		<a href="#">02/00</a> , <a href="#">10/83</a> , <a href="#">08/83</a> & <a href="#">08/76</a>
	Rudder pedals (front)	Cracked and bent - clips broken		<a href="#">08/94</a> , <a href="#">06/84</a> & <a href="#">02/77</a>
	Rudder hinges (top & bottom)	Cracked		<a href="#">04/87</a> , <a href="#">02/84</a> , <a href="#">04/80</a> & <a href="#">01/79</a>
	Rudder mounting brackets	Cracked		<a href="#">04/91</a> & <a href="#">02/90</a>
	Lower rudder hinge mount	Cracked repair and reinforce with 2 <sup>mm</sup> ply as necessary		<a href="#">06/97</a>
	Elevator drive (not Ka-6E & 14)	Check full engagement after repair		<a href="#">06/87</a>
	Rigging of ailerons	Both neutral with elevator neutral		<a href="#">08/87</a>
	Fin attachments (rear)	Damage by water and corroded		<a href="#">08/98</a> , <a href="#">06/95</a> , <a href="#">02/93</a> & <a href="#">02/90</a>
	Steel tubes around wheel boxes	Rusted through - lack of drainage		<a href="#">04/90</a>
	Trim tab root rib	Glued joint failure tab detached - introduce drain holes		<a href="#">08/90</a>
	Rear fuselages (ASK 13 & K 7)	Structural failures		<a href="#">02/91</a>
	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		<a href="#">02/91</a>
	Trim system turnbuckles	Failure at trim lever		<a href="#">08/91</a>

## Schleicher (Germany) Wooden / Metal Structure Aircraft

Status	Subject	Detail	Reference Information	TNS
	Fin attachments	Ply cracked (front) & rotten at bottom		<a href="#">08/87</a> & <a href="#">06/92</a>
	Canopy locks worn Ka 2/2b (& Ka 7?)	Canopies open during sideslips		<a href="#">08/97</a>
	Tail plane mounting bolt	Threads wear - replace bolts as necessary		<a href="#">06/99</a>
	Rudder pedal failure ka13	Reported failure		<a href="#">04/00</a>
	Unsecured ballast weight	Attachment bolt failed		<a href="#">04/00</a>
	Bogus parts	Problems with bogus parts		<a href="#">04/00</a>
	Fuselage fittings	K7 low wing conversion found with excessive material removed from wing attachment lugs		<a href="#">4-2006</a>
	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		<a href="#">4-2006</a>
	Elevator control (K8)	Operating bearing fitted to incorrect holes in operating arms. Could also affect other similar types		<a href="#">1-2007</a>
	Structure	Delaminated stern post after hard ground strike		<a href="#">2-2007</a>
	Rudder pedals	Saddle clamps broken causing pedals to jam on fuselage frame		<a href="#">2-2007</a>
	Wheels	Broken tie bolts. Take care when removing wheels, deflate if necessary		<a href="#">2-2007</a>
	Airbrake stops insecure	Rivet them into place		<a href="#">07/76</a>
	Cross-link in centre section	(not ASK-13) cracked and twisted - reinforce		<a href="#">04/89</a> , <a href="#">12/88</a> & <a href="#">12/84</a>
	Airbrake handle failures	Cracks at rivet and bearing holes		<a href="#">10/95</a> , <a href="#">04/94</a> , <a href="#">06/92</a> & <a href="#">10/88</a>
	Airbrake paddles (lower)	Delamination, lack of drain holes		<a href="#">04/93</a> & <a href="#">04/89</a>
	Airbrakes (ka-2b & k-7)	Reduction of travel and loads		<a href="#">02/85</a> & <a href="#">08/89</a>
	Recommended airbrake travel	K-7, restriction to prevent heavy landings paddles should not quite clear cut-outs in wings.		<a href="#">08/99</a>
	Jammed open in flight	Operating arm attach. Bolt to paddle fouling wing box. Incorrectly positioned slot		<a href="#">02/01</a>
	Ask 13 airbrakes	Continuing problems with cracked "a" brackets at wing root – see pervious		<a href="#">08/03</a>
	Controls (k6cr and poss others)	Aileron disconnect due QR safety clip fouling ctr. Section shelf. Ensure only correct size clip is used		<a href="#">10/03</a>
	Controls (K13 and others)	Damage to control rods in ctr. Section due to rigging damage. Check for bent rods and fittings.		<a href="#">10/03</a>
	Fin attachment	It is recommended to pack lower face of fin against fuselage tubes to prevent flexing		<a href="#">04/04</a>

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## Rhönlerche II ("Ka 4")

[Rhönlerche II \("Ka 4"\) Data Sheet](#)

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

Status	Subject	Detail	Reference Information	TNS
M	Structure	Glue inspection every 3 years at annual after 1 <sup>st</sup> Nov 2015	<a href="#">BGA 042/07/2004 issue 6</a>	
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	<a href="#">BGA 043/07/2004 issue 2</a>	<a href="#">1-2015</a>

## Ka-6 Series

[K6 TCDS](#)      [Ka 6, BR & CR Data Sheet](#)

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

Status	Subject	Detail	Reference Information	TNS
M	Controls	Elevator drive engagement check	<a href="#">BGA 003/08/2000 issue 1</a>	<a href="#">08/00</a>
M	Structure	Structural inspection due at next annual after 1 <sup>st</sup> Nov 2015	<a href="#">BGA 042/07/2004 issue 5</a>	
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	<a href="#">BGA 043/07/2004 issue 2</a>	<a href="#">1-2015</a>
M	Flight controls	Elevator trim tab control horn end rib inspection	<a href="#">BGA 045/07/2005 issue 1</a>	
M	Structure	Glue inspection every 3 years at annual after 1 <sup>st</sup> Nov 2015	<a href="#">BGA 042/07/2004 issue 6</a>	

## K6 In Service Reports (Advisory)

Status	Subject	Detail	Reference Information	TNS
	Wing ribs 1 & 2	Inspect for cracks		<a href="#">03/82</a> & <a href="#">10/80</a>
	Tail plane front mounting	Damaged by carrying handle - delete handle		<a href="#">06/83</a>
	Elevator drive rod	Damaged near elevator by misrigging		<a href="#">06/83</a>
	Tail plane rear mounting	Cracked & worn fittings, loose & corroded bolts		<a href="#">06/96</a> , <a href="#">04/94</a> & <a href="#">06/91</a>
	Canopy catch	Insecure		<a href="#">06/94</a>
	Trim spring & lower mounting	Bracket corroded/cracked – inspect		<a href="#">06/86</a>
	Airbrake paddles delaminated	Bolt and glue paddles to aluminium parts		BGA
	Tail plane insecure	Reinforce/repair mounting as necessary		<a href="#">04/87</a>
	Air brakes	Cracks in air brake aperture		<a href="#">02/00</a>
	Elevator trim	Split pin and washer missing from control inside fuselage		
	Seat	Seat repositioned causing over travel of elevator and unusual spin behaviour		<a href="#">5-2013</a>

## Schleicher (Germany) Wooden / Metal Structure Aircraft

### K7

Status	Subject	Detail	Reference Information	TNS
M	Rear stick	comes out of mounting lock into place		<a href="#">04/83</a>
M	Canopy	Strap fouls rear stick/brake lever. Fit secondary strap		
M	Controls	Elevator drive engagement check	<a href="#">BGA 003/08/2000 Issue 1</a>	<a href="#">08/00</a>
M	Structure	Glue inspection every 3 years at annual after 1 <sup>st</sup> Nov 2015	<a href="#">BGA 042/07/2004 issue 6</a>	
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	<a href="#">BGA 043/07/2004 issue 2</a>	<a href="#">1-2015</a>
M	Flight controls	Elevator trim tab control horn end rib inspection	<a href="#">BGA 045/07/2005 issue 1</a>	

### K7 In Service Reports (Advisory)

Status	Subject	Detail	Reference Information	TNS
	Fuselage centre section	Cracks in welds		<a href="#">06/85</a>
	Rear canopies detach in flight	Locating lugs removed or badly worn		<a href="#">02/87</a> & <a href="#">08/91</a>
	Rudder cable	May catch under rear airbrake pivot nut, fit guard if necessary		<a href="#">12/99</a>
	Air brake pivots	Pivot bolts may migrate if not locked		<a href="#">02/00</a>
	Jammed open in flight	Control stop jumped past stop tube		<a href="#">02/01</a>

## Schleicher (Germany) Wooden / Metal Structure Aircraft

### **K8**

#### [K8 TCDS](#)

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

<b>Status</b>	<b>Subject</b>	<b>Detail</b>	<b>Reference Information</b>	<b>TNS</b>
M	Elevator drive	Inspection of engagement	<a href="#">BGA 003/08/2000 Issue 1</a>	<a href="#">08/00</a>
M	Structure	Structural inspection due at next annual after 1 <sup>st</sup> Nov 2015	<a href="#">BGA 042/07/2004 issue 5</a>	
M	Flight controls	Elevator rib 1 inspection increased frequency to every year	<a href="#">BGA 043/07/2004 issue 2</a>	<a href="#">1-2015</a>
M	Flight controls	Elevator trim tab control horn end rib inspection	<a href="#">BGA 045/07/2005 issue 1</a>	

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

<b>Status</b>	<b>Subject</b>	<b>Detail</b>	<b>Reference Information</b>	<b>TNS</b>
	Wing ribs 1&2	Inspect for cracks		<a href="#">10/80</a>
	Control system	Lower mounting in fuselage centre - cracked - inspect		<a href="#">03/82</a>
	Seat back to be fitted (K-8)	To prevent parachute catching between tubes		<a href="#">11/82</a>
	Elevator hinge pins	Not secure - inspect		<a href="#">12/86</a>
	Rudder cables	Fouling elevator rod		<a href="#">02/92</a>
	Elevator hinge	Cracked		<a href="#">06/92</a>
	Tail plane mountings	Cracked and corroded		<a href="#">04/93</a>
	Fuselage tubes	X-ray inspection is possible		<a href="#">04/97</a>
	Elevator push rod	Check for bending		<a href="#">04/96 &amp; 04/97</a>
	Elevator control (K8)	Operating bearing fitted to incorrect holes in operating arms		<a href="#">1-2007</a>
	Wings	Balsa wood packing found inside wing		<a href="#">4-2011</a>
	Structures	Delamination of spar ply found during 5 year inspection		<a href="#">2-2011</a>

## Schleicher (Germany) Wooden / Metal Structure Aircraft

### ASK-13 Series (including Jubi GmbH aircraft)

[ASK 13 TCDS](#)      [ASK 13 Flight Manual](#)

Status	Subject	Detail	Reference Information	TNS
M	Rear stick	Comes out of mounting lock into place		<a href="#">04/83</a>
M	Canopy	Strap fouls rear stick/brake lever. Fit secondary strap.		
M	Elevator	Inspection for bent elevator arms	BGA 004/08/2000 Iss 1	<a href="#">08/00</a>
R	Controls	Inspection of aileron and air brake control support brackets	BGA 008/10/2000 Iss 1	<a href="#">10/00</a>
M	Elevator drive	Inspection of engagement	BGA 010/12/2000 Iss 1	<a href="#">12/00</a>
M	Structure	Structural inspection due at next annual after 1 <sup>st</sup> 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	<a href="#">1-2015</a>
M	Flight controls	Elevator trim tab control horn end rib inspection	BGA 045/07/2005 issue 1	

### ASK 13 In Service Reports (Advisory)

Status	Subject	Detail	Reference Information	TNS
	Canopy opened in flight	Improperly locked (lack of lubrication) - colour code open/shut		<a href="#">02/87</a>
	Wheel brake	Lug failure		<a href="#">10/75</a>
	Canopy jettison	Inoperative and hinge fractured - lack of lubrication		<a href="#">02/91</a>
	Weak link reduced to 850 Kg	Max winch/auto speed increased to 60 kts		<a href="#">12/93</a>
	Aileron balance weight supports	Corroded		<a href="#">02/94</a>
	Airbrake drive behind rear seat	Torque tube failure near drive lug weld		<a href="#">04/97</a>
	Air brake pivots	Pivot bolts may migrate if not locked		<a href="#">02/00</a>
	Rudder pedals	Failure of tube at attachment to pedal		<a href="#">04/00</a>
	Ballast weights	Unsecured ballast fouling controls due to bolt failure		<a href="#">04/00</a>
	Landing Gear Suspension "Donuts"	Displaced after heavy landing and restricting controls		<a href="#">08/02</a>
	Spin training	In extended weight category, K13's are approved for spin training whilst operating. Other aerobatics prohibited.		<a href="#">1-2007</a>
	Air Brake Control	Rear Air Brake lever broken at rod attachment bearing location		<a href="#">6-2008, 5-2010</a>
	Aileron. Airbrake	Cracked bracket at wing root	<a href="#">BGA 008/10/2000</a>	<a href="#">5-2010</a>
	Battery Box	Battery secured with cable ties due to broken support		<a href="#">1-2011</a>
	Nose Wheels	Non Schleicher conversions susceptible to damage from hard landings		<a href="#">1-2011</a>
	Seat Harness	Incorrect bolt fitted to harness anchor point		<a href="#">2-2013</a>
	Rudder pedals	Ensure fwd rudder cables are correct length to avoid pedals fouling nose cone		<a href="#">3-2013</a>
	Lower sternpost	Rotten wood at lower sternpost and extremely corroded bolts		<a href="#">2-2015</a>

## Schleicher (Germany) Wooden / Metal Structure Aircraft

### **ASK 14**

*(Also see general and airbrake sections)*

Status	Subject	Detail	Reference Information	TNS
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	<a href="#">10/89</a>
M	Controls	L'Hotellier connectors	AD 1993-001/3	
R	Structure	Glue inspection every 3 years at annual after 1 <sup>st</sup> Nov 2015	BGA 042/07/2004 issue 6	

### **ASK 16**

#### [K16 TCDS](#)

*(Also see general and airbrake sections)*

Status	Subject	Detail	Reference Information	TNS
R	Structure	Glue inspection every 3 years at annual after 1 <sup>st</sup> Nov 2015	BGA 042/07/2004 issue 6	

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

Status	Subject	Detail	Reference Information	TNS
	Control tubes in the wing	Corroded		<a href="#">02/92</a>

### **ASK 18**

#### [K18 TCDS](#)

Status	Subject	Detail	Reference Information	TNS
M	Controls	Elevator drive engagement check	BGA 010/12/2000	<a href="#">12/00</a>
M	Structure	Glue inspection every 3 years at annual after 1 <sup>st</sup> 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	<a href="#">1-2015</a>
M	Rudder control	Inspection & modification of rudder cable guide tub	BGA 026/03/2002 Issue 1	
M	Flight controls	Elevator trim tab control horn end rib inspection	BGA 045/07/2005 issue 1	