



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 21-100

**Issued:** 13 July 2021

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

### Design Approval Holder's Name:

ALEXANDER SCHLEICHER GmbH & Co.  
Segelflugzeugbau

### Type/Model designation(s):

Ka 6, K 7, K 8, AS-K 13 and ASK 18 sailplanes  
and ASK 16 powered sailplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** Luftfahrt Bundesamt Germany (LBA) Kennblatt No. 205, No. 211, No. 216, No. 267, No. 307 and No. 758.

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes LBA AD (Lufttüchtigkeitsanweisung) 72-7/3 dated 13 December 1989.

## ATA 55 – Stabilizers – Elevators – Inspection

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### Manufacturer(s):

Alexander Schleicher GmbH & Co. Segelflugzeugbau (Schleicher)

### Applicability:

AS-K 13, ASK 16, ASK 16B, ASK 18, ASK 18 B, K 8, K 8 B, K 8 C and K 7 sailplanes and powered sailplanes, all serial numbers (s/n), and Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, Ka 6/0 sailplanes, all s/n.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The applicable TN:** Schleicher ASK 18 Technical Note (TN) No. 10, ASK 16 TN No. 17, AS-K 13 TN No. 20, K 8 TN No. 31, K 7 TN No. 25 and Ka 6 TN No. 27, as applicable.

**The glued joint inspection TN:** Schleicher ASK 18 TN No. 6, AS-K 13 TN No. 12, K 8 TN 23, K 7 TN No. 18 and Ka 6 TN No. 21 issued as a single document.



**The ALS:** Appendix 01-2021 to Schleicher ASK 18 Aircraft Flight and Operating Manual (AFM), Appendix 01-2021 to Schleicher ASK 16 AFM, Appendix 01-2021 to Schleicher AS-K 13 AFM, Appendix 01-2021 to Schleicher K 8 AFM, Appendix 01-2021 to Schleicher K 7 AFM and Appendix 01-2021 to Schleicher Ka 6 AFM, as applicable.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated (powered) sailplanes. For Ka 6, K 7, K 8, AS-K 13 and ASK 18 sailplanes and ASK 16 powered sailplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) 1321/2014, Part ML.A.301, paragraph (c).

**Reason:**

An occurrence was reported of structural failure of an elevator during winch launching of a K 7 sailplane. Subsequent investigation results determined that the occurrence was due to damaged glue of the elevator's rib No. 1.

This condition, if not detected and corrected, could affect the structural integrity of an elevator, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Schleicher issued the glued joint inspection TN, as defined in this AD, to provide inspection instructions and LBA Germany issued AD 72-7 (later revised) to require those actions.

Since that AD was issued, additional similar occurrences were reported of structural elevator failure, also on (powered) sailplanes originally not affected by LBA 72-7/3. Prompted by this development, Schleicher issued the applicable TN, providing inspections instructions for all (powered) sailplanes having an elevator of a similar design and making the inspections dependent also on the number of take-offs.

For the reasons described above, this AD supersedes LBA Germany AD 72-7/3 and requires repetitive inspections of the elevator and, depending on findings, accomplishment of applicable corrective action(s).

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) For AS-K 13, ASK 18, Ka 6, K 8 and K 7 sailplanes: Within compliance time defined in Table 1 of this AD and, thereafter at intervals not to exceed 12 months or 500 flight cycles (FC), whichever occurs first, inspect the elevator in accordance with the instructions of the applicable TN.





Table 1 – Elevator Inspection Threshold

Compliance Time (A or B, whichever occurs later)	
<b>A</b>	Within 30 days after the effective date of this AD
<b>B</b>	Within 12 months or 500 FC after the last inspection accomplished in accordance the applicable glued joint inspection TN, whichever occurs first

- (2) For ASK 16 powered sailplanes: Within 30 days after the effective date of this AD and, thereafter, at intervals not to exceed 12 months or 500 FC, whichever occurs first, inspect the elevator in accordance with the instructions of Schleicher ASK 16 TN No. 17.

**Corrective Action(s):**

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any damage is detected, as defined in the applicable TN, before next flight accomplish all the corrective actions in accordance with the instructions of the applicable TN.

**Acceptable Method:**

- (4) Amendment of the (powered) sailplane AMP by incorporating the ALS document, as defined in this AD, ensures continued accomplishment of the tasks as required by paragraphs (1), (2) and (3) of this AD for that (powered) sailplane. Consequently, after revising the AMP, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

**Ref. Publications:**

Schleicher ASK 18 TN No. 10 original issue dated 26 May 2021.

Schleicher ASK 16 No. 17 original issue dated 26 May 2021.

Schleicher AS-K 13 No. 20 original issue dated 26 May 2021.

Schleicher K 8 TN No. 31 original issue dated 26 May 2021

Schleicher K 7 TN No. 25 original issue dated 26 May 2021.

Schleicher Ka 6 TN No. 27 original issue dated 26 May 2021.

Schleicher ASK 18 TN No. 6, AS-K 13 TN No. 12, K 8 TN 23, K 7 TN No. 18 and Ka 6 TN No. 21, issued as a single document, original issue dated 04 October 1989.

Appendix 01-2021 to Schleicher ASK 18 AFM dated 01 March 2021.

Appendix 01-2021 to Schleicher ASK 16 AFM dated 01 March 2021.

Appendix 01-2021 to Schleicher AS-K 13 AFM dated 01 March 2021.

Appendix 01-2021 to Schleicher K 8 AFM dated 01 March 2021.



Appendix 01-2021 to Schleicher K 7 AFM dated 01 March 2021.

Appendix 01-2021 to Schleicher Ka 6 AFM dated 01 March 2021.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 10 August 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Alexander Schleicher GmbH & Co. Segelflugzeugbau, Alexander-Schleicher-Str. 1, 36163 Poppenhausen, Germany, Telephone +49 (0)6658 89-0, Fax +49 (0)6658 89-40, E-mail: [info@alexander-schleicher.de](mailto:info@alexander-schleicher.de).

