EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0246 **Date: 16 November 2012** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EU748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
ALEXANDER SCHLEICHER GmbH & CO Segelflugzeugbau	Ka 6, K 7, K 8, ASK 13 and ASK 18 sailplanes

TCDS Numbers:	LBA Kennblätter 205, 211, 216, 267 and 307
Foreign AD:	Not applicable
Supersedure:	This AD supersedes Luftfahrt-Bundesamt (LBA) Germany AD Lufttüchtigkeitsmitteilung (LTM) 4/62 dated 17 March 1962.

ATA 27	**Flight Controls – Automatic Elevator Control Connection in the Fuselage – Inspection / Replacement / Revision**
Manufacturer(s):	Alexander Schleicher GmbH & CO Segelflugzeugbau.
Applicability:	Ka 6, Ka 6/0, Ka 6B, Ka 6BR, Ka 6C, Ka 6CR, K 7, K 8, K 8B, K 8C, ASK 13, ASK 18 and ASK 18B sailplanes, all serial numbers.
Reason:	A recent report has been received concerning a problem with the elevator control during the take-off of an ASK 13 sailplane. The results of the technical investigation revealed a misalignment in the automatic elevator control connection, presumably caused by an incorrect repair or damage at the tailplane area. In addition, similar elevator connection failure during early 1960`s led to the issuance of LBA LTM 4/62. However, LTM 4/62 did not apply to ASK 13 and ASK 18 sailplanes coming later into production. This condition, if not detected and corrected, could lead to failure of the automatic elevator control connection, possibly resulting in loss of control of the sailplane. To address this unsafe condition, Alexander Schleicher GmbH issued a Technical Note (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24; K 8 TN-Nr. 30; ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9) providing instructions for elevator control inspection and replacement. For the reasons described above, this AD, which supersedes LBA LTM 4/62, requires accomplishment of a one-time inspection of the automatic elevator control connection in the fuselage and, depending on findings, replacement of the connection with a serviceable part.

Effective Date:	30 November 2012
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) During the next annual inspection or within 90 days, whichever occurs first after the effective date of this AD, accomplish a one-time inspection of the elevator control rod in the tailplane in accordance with instructions of Technical Note (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24; K 8 TN-Nr. 30; ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9), as applicable to the sailplane model. (2) If, during the inspection as required by paragraph (1) of this AD, any bend and/or misaligned elevator control connection is detected, before next flight, replace the elevator control connection with a serviceable part in accordance with accomplishment instructions of Technical Note (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24; K 8 TN-Nr. 30; ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9), as applicable to the sailplane model. (3) During the next annual inspection or within 90 days, whichever occurs first after the effective date of this AD, incorporate the Technical Note (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24; K 8 TN-Nr. 30; ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9), into the Operational Manual, as applicable to the sailplane type.
Ref. Publications:	Alexander Schleicher GmbH & Co. Technical Note (Ka 6 TN-Nr. 26; K 7 TN-Nr. 24; K 8 TN-Nr. 30; ASK 13 TN-Nr. 19; ASK 18 TN-Nr. 9), dated 19 July 2012. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 24 September 2012 as PAD 12-122 for consultation until 22 October 2012. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Alexander Schleicher GmbH & Co.; Mr. M. Heide, Germany Telephone: +49 (0) 06658 89-0 Fax: +49 (0) 06658 89-40. E-mail: info@alexander-schleicher.de.