


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-122</p> <p>Date: 24 September 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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.</p>
<p>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 closing date indicated.</p>	
<p>Design Approval Holder's Name:</p> <p>Alexander Schleicher GmbH & CO Segelflugzeugbau</p>	<p>Type/Model designation(s):</p> <p>Ka 6, K 7, K 8, ASK 13 and ASK 18 sailplanes</p>
<p>TCDS Numbers: LBA Kennblätter 205, 211, 216, 267 and 307</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes LBA Germany AD (LTA) 62-4 dated 17 March 1962.</p>	
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:	<p>A recent report has been received concerning a problem with the elevator control during take-off of an ASK 13 sailplane.</p> <p>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 which led to the issuance of Luftfahrt-Bundesamt (LBA) Lufttüchtigkeitanweisung (LTA) 62-4. However, LTA 62-4 did not address ASK 13 and ASK 18 sailplanes coming later into production.</p> <p>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.</p> <p>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.</p> <p>For the reasons described above, this AD, which supersedes LBA LTA 62-4, requires accomplishment of inspection of the automatic elevator control connection in the fuselage and, depending on findings, replacement of the</p>

	connection with a serviceable part.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) During the next annual inspection or within 90 days, whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 12 months, inspect the elevator control rod in the vertical fin in accordance with accomplishment instruction 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 any inspection as required by paragraph (1) of this AD, any bend and/or misaligned elevator control connections 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) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by: <ol style="list-style-type: none"> (3.1) Revising as follows, the approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated sailplane: Incorporate elevator control rod inspection requirement in the vertical fin as specified in 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) and (3.2) Complying with the approved AMP as described in paragraph (3.1) of this AD.
Ref. Publications:	<p>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.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 22 October 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: Alexander Schleicher GmbH & Co.; Mr. M. Heide, Germany Telephone: +49 (0) 06658 89-0 Fax: +49 (0) 06658 89-40. E-mail: AS-Sailplanes@fulda.net.