



K8 and K8 B

Operating Instructions

Operating Instructions
for the Sailplane
Schleicher K8 and K8 B

- A) Main data
- B) Minimum equipment
- C) Wing-and tail setting
- D) Assembly and disassembly
- E) Flying operations
- F) Maintenance
- G) Locations of C. G.

Attachments:

1. Three-sides view
2. Weight and balance
3. Elevator unit assembly

A) Main data

Weights

Empty weight: 420 lbs. (ca 190 kg)
Max. useful load: 265 lbs. (ca 120 kg)
Gross weight: 685 lbs. (ca 310 kg)
Max. weight of
non-supporting structure: 440 lbs. (ca 200 kg)

Approved for:

Shockcord start: yes
Auto-winch tow: up to 60 mph (ca 100 km/h)
Aero-tow: up to 80 mph (ca 130 km/h)
Glide, gusty conditions: up to 80 mph (ca 130 km/h)
calm conditions: up to 120 mph (190 km/h)
Acrobatics: none

Suited for:

Primary training: none
Training of emergencies: yes

Stress classification:

Class II, according to the German Glider
Stress Specification (BVS).

B) Minimum equipment

Four parts safety belt,
airspeed indicator with a range up to
125 mph, (0-200 km/h)
altimeter,
back-pad with solid filling about 4 in.
thick (compressed) if no parachute will
be used,
trimming plan,
data-plate.

C) Wing- and tail setting

(See three-sides view)

The angles of setting and wing wash-out as well as the deflections of the control surfaces are to be gathered from the three-sides view.

Pay attention to the tolerances if repair is necessary.

The position of the ailerons is influenced by the elevator control on account of a special kinematic of the control system. The ailerons have a normal setting if the stick has a normal or pushed position. A pulled stick means lifting the ailerons somewhat.

The deflections of control surfaces and the extension of dive brakes are limited:

Rudder: The rudder is non-adjustable stopped in the rear on the lower rudder hinge fitting.

Ailerons: The control stick is stopped by hardwood blocks on the seat supporting tubes.

Elevator

- To the rear: Non-adjustable stop. The control stick strikes against the seat edge.
- To the front: Adjustable stopper on the lower side of the elevator push-pull tube striking against the control stick.

Dive brakes

- To the rear: Adjustable stopper on the horizontal push rod striking against a frame tube.
- To the front: Non-adjustable stop.
The shift lever strikes against a stopper on the frame.
The angle range of the lever will be regulated by this stop device.
The lever movement to the front may not exceed the top center point about 0.4 in. measured from the ball bearing of the forked vertical push rod.

D) Assembly and disassembly

Assembly

Clean and lubricate bolts and holes.

Connect left wing sideways to the fuselage, put in the nose bolt.

Caution! Do not tilt the fuselage.

Do the very same with the right wing.

Connect the main spar fittings with bevelled bolts (put in the lower bolt first). Tighten the bolts. Moving the wings a little will facilitate this procedure. Safety the main bolts with cowling safety pins.

Connect attachment fittings of ailerons and dive brakes. Safety with cowling pins.

Set up the elevator unit by suspending the rear eyebolts on the fuselage pins and tighten the front bolt. Safety with cowling pin. Pay attention to the correct position of the control lever (see the sketch of elevator unit assembly).

Connect the Flettner push rod to the elevator control lever by means of a split pin.

Check clearance and correct operation of controls, dive brakes, and automatic release of the tow coupling.

Make general inspection.

Check pressure of the landing wheel.

(35 lb/sq. in.) = 2.5 bars

Attach fairings.

Disassembly is essentially the reverse of assembly. Lubricate all attachments to prevent corrosion. It is advisable to tie the Flettner push rod.

E) Flying operations

Trimming

The sailplane may be flown with pilot weights of 132 lbs. up to 220 lbs. (60 à 100 kg)

With weights of this range trimming is not required.

Pilots of less weight have to use lead-cushions.

A spring balance on the control stick adjusts the desired manual force of elevator control.

The Flettner balance acts equivalently: movement to the front means nose-heaviness, movement to the rear means tail-heaviness,

Adjustment of rudder pedal control

Draw back the pedals with heels and lock the side click-stop devices of the control cables into the desired position. This procedure will be possible even during the flight.

Auto-winch tow (treuil)

Preset breaking point No. II

Max. tow speed : 60 mph. (100 km/h)

Notice: During winch tow pulling the stick means increase of speed.

After take off push the stick a little forward.

Best climbing attitude will be given with control stick in normal position.

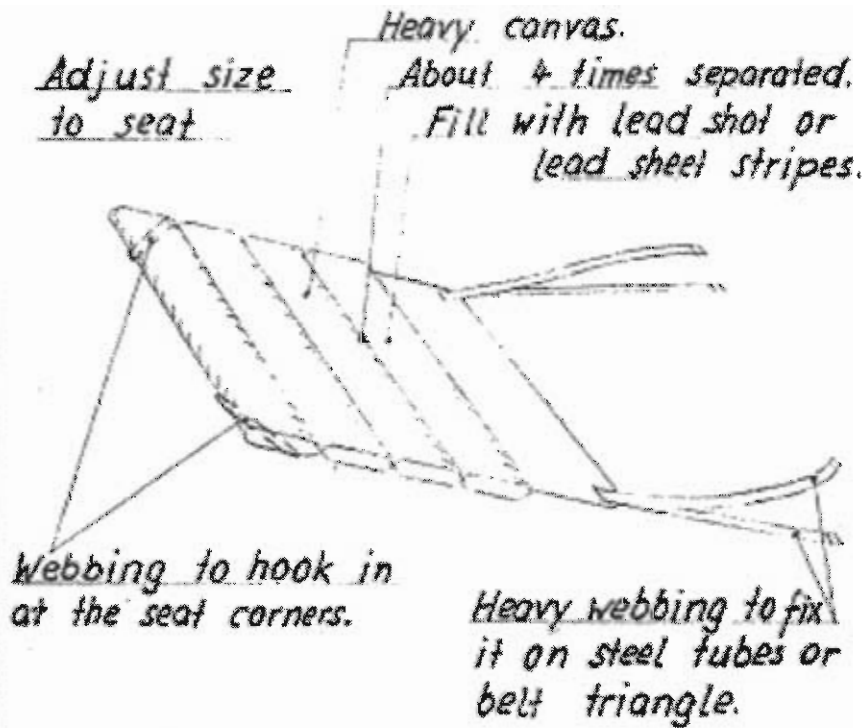
Do winch high launching only with C.G. coupling.

E I) Supplement to the trim plan:

With very light pilots there is ballast necessary. It should be noted that this ballast is to be fixed to prevent blocking of the controls.

It is recommended to use a lead cushion prepared after the scetch below.

The weight of the ballast cushion should be 20 or 30 lbs. This weight is to be considered when using the trimplan. (9 à 13 kg)



Approval of translation has been done by best knowledge and judgement. — In any case the original text in German language is authoritative.

DVL-PIL approved

25.4.1963



Paul

K 8 - Flight Manual

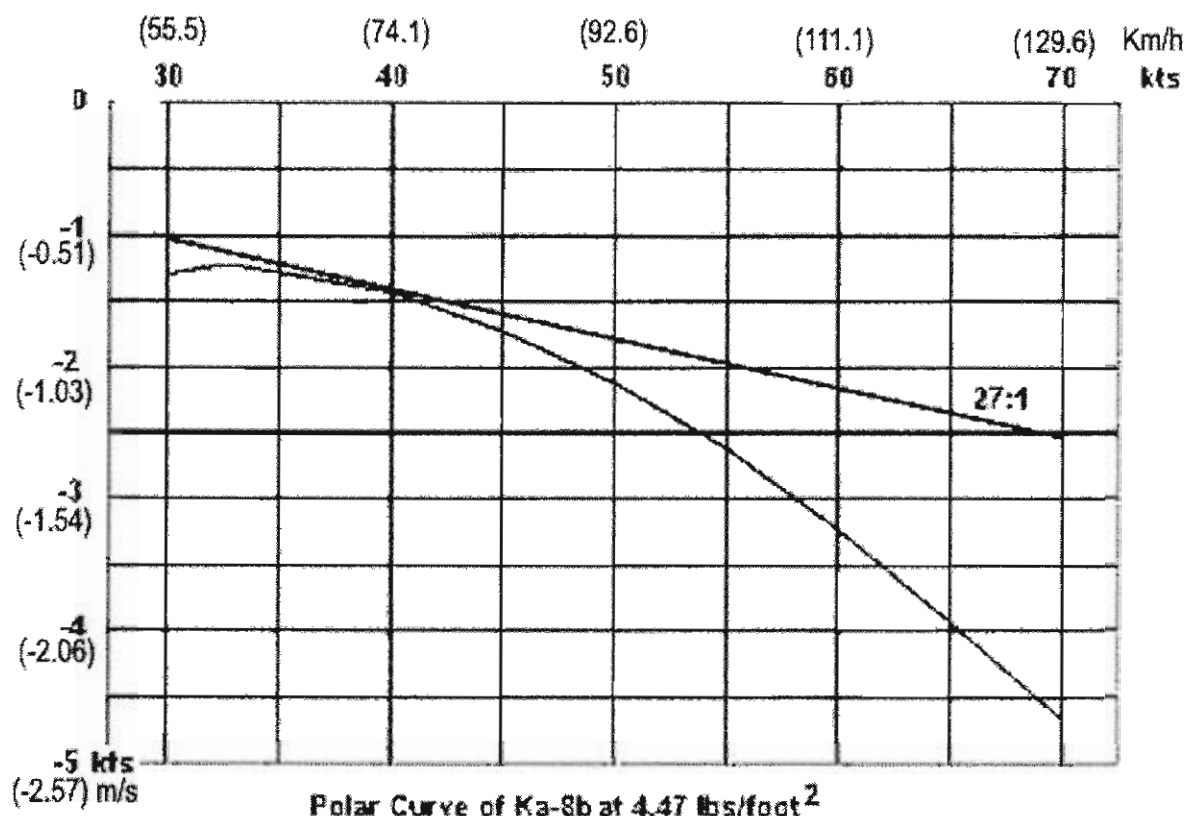
Trim by weight

Fixing the 17 lbs standard trim weight at the foot board will compensate for 26 lbs pilot

weight. (17 lbs = 7 kg)

(26 lbs = 12 kg)

POLAIRE DU PLANEUR KA 8B



Aero-Tow

Preset breaking point No. I (min 300 kg, max 450 kg)
(min. 661 lbs. - max. 992 lbs.)

Max. speed: 80 mph. (ca 130 km/h)

The nose coupling is normal for aero-tow.
Using the C.G. coupling is permissible if
textile cable is applied, max. length 328 ft.

Pull coupling fully through.

Notice: Check the attachments of the cockpit
canopy and of the dive brakes always
before taking off!

Free flight

The values specified as follows are design
values. They relate to the equivalent air-
speed (EAS) - (dynamic pressure).

Pay attention to the deviation of the indi-
cated airspeed (IAS) which depends on the
location of the venturi tube.

The diagram Fig 1 shows the deviation of
IAS versus EAS provided that a normal venturi
tube 3,5 on the nose of fuselage is installed.
($\delta = 0,125$).

Stalling speed (V_{So}) - 32 mph. (52 km/h)
(at a gross weight of 595 lbs (270 kg))

Minimum sinking speed - at 38 mph. (62 km/h)
(horizontal flight)

Best gliding angle - at 47 mph. (75 km/h)

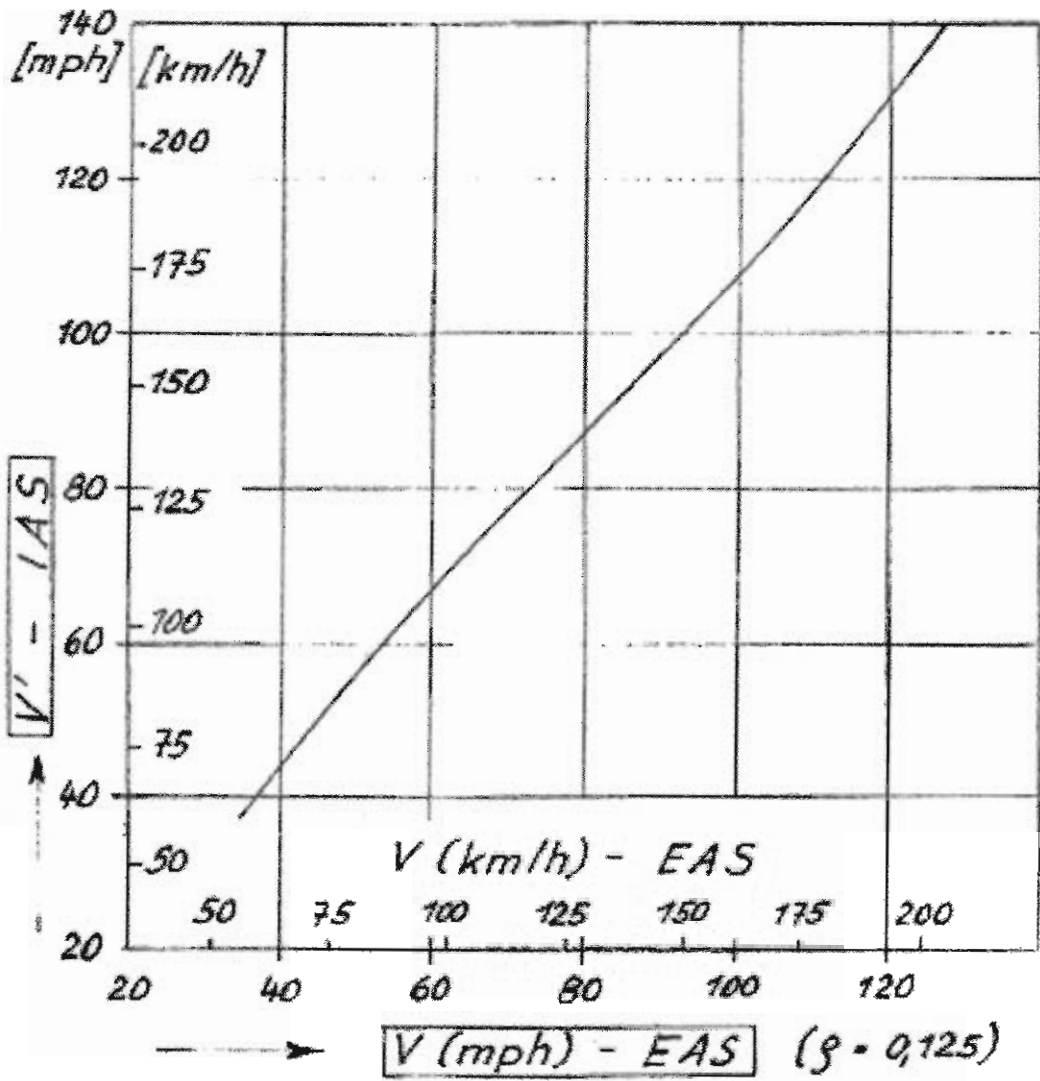


Fig. 1

Landing

(70 - 80 km/h)

Approach with a speed of approx. 44 - 50 mph. The gliding angle will be controlled widely by application of dive brakes. Touch down with dive brakes not fully extended and do not pull too much trough. The plane will be slowed down by pushing the nose down and sliding on skid.

Emergency

The sailplane can be held in a stalling position with fully pulled stick and necessary rudder control. Applying harder rudder brings the plane into a spin. Taking back all controls into normal positions will stop the spin.

When flying with high speeds the speed limits are to be observed.

As soon as the speed exceeds 80 mph (130 km/h) extend slowly the dive brakes.

Notice: At high speeds the lever force of the dive brakes acts in the extending direction.

Raindrops, rime, and icing will deteriorate the wing surface so much as to change the flight performances.

Therefore be cautious when approaching in rain, keep sufficient speed in advance.

F) Maintenance
=====

Moisture is the most serious trouble with wooden planes. Even a steel tube fuselage will be kept dry. Take always care that no water seeps into inner wing compartments. If penetration is suspected keep the wing in a dry room and turn it over daily. The sailplane is especially affected on an open trailer. Cover the wing roots in any case that no water will be splashed in. Moisture in the plane also will be caused by sweat water,

Strong sun irrigation affects the finish. The plane shall not be exposed to the sun more than necessary. The care of the surface finish by means of good provisions increases the durability of the finish, improves the surface, and consequently the flight performance. It is not important to get the surface superfinely polished but to remove dust, dirt splash, and similar contaminations.

Sealing up slots by means of adhesive tapes will also be of use for improving the performance. But do not seal the canopy when bailing out shall be possible.

Clean the plexiglas canopy by means of appropriate provisions, or in the case of need by water. Use a soft and clean cloth. Do not rub with a dry and hard one.

Lubrication of bearings:

The ball bearings are sealed as far as possible and they normally do not require lubrication for a long period. The wing root bearings only which are not sufficiently protected are to be cleaned, using gasoline and lubricated.

The grease fittings on the swing bearings and on the swing lever of the fin which is connected to the push-pull tube of elevator control must be lubricated respectively after 25 flying hours.

The attachments of the control surfaces and OTHER hinge bearings are to be disassembled, cleaned, and lubricated when carrying out the annual overhaul.

The C.G. tow coupling on the bottom of the fuselage will be especially exposed to soiling and requires a frequent cleaning and lubrication. If the sailplane will be often flown on stony and sandy fields it is advisable to secure the lower side of the skid by fastening a steel covering of about 0,04 in. thickness.

The tailskid plate must be reinforced if abrasion will be observed. Take off the skid and weld on a .008 in. steel plate.

Check currently the safety belts. They must not show tears, damp stains, and rusty spots.

Tire pressure: 35.5 lb./sq.in. (2.5 bars)

Repairs of the main spar must be done by experts; repairs of the steel tube fuselage by approved welders. Inform the manufacturer if extensive repair work is necessary and ask his advice.

G) Locations of C.G.

The locations of C.G. have an important influence on the flight performance. Observe exactly the admissible limits.

A displacement of the C.G. too far back will cause emergency conditions. Thereby stalling conditions and especially spinning properties (flat spin!) change for the worse. The sensitivity of the elevator increases.

A location of the C.G. too far back will result in deteriorating the flight performance and flying with max. lift is no longer possible.

Following limits of gross weight C.G. locations are tested:

- a) Foremost location: 9.7 in. (247 mm)
 - b) Aftmost location: 15.4 in. (420 mm)*
- aft of the wing leading edge at the station of rib 1.

Check the locations of the C.G. if additional equipment will be installed or if repair work and a new finish have been done. One may take as a rule that planes get weightier in course of time and thereby tail-heavier.

It is advisable to carry out a new weight and balance determination in connection with the annual overhaul.

* 420 mm est la valeur reprise du manuel original en allemand.

Cleaning of Plexiglass-canopy only with Flexipol and Flexiklar. If necessary water. Soft cloth (gloves-cloth). In no case rub with hard cloth dry on Plexiglass.

Lubrication of bearings:

The ball-bearing are, so far as possible, normally covered and therefore will need no special maintenance. Only the bearings at the wing-root, where the rigging-connections do not allow an unobjectionable protection, must be cleaned with petrol when fouled, and greased again.

The Greas-Nipples of the pedal-bearings and of the elevator-pushrod-oscillator at the fin are to be greased about every 25 flying hours.

The rudder- and other plain-bearings are to be dismantled, cleaned and greased at the yearly overhaul.

Tyre press 35 psi.

The c.g. hook especially is exposed to dirt and needs often cleaning and oiling.

If the flying takes place on very stony or sandy grounds it is advisable to protect the skid by screwing on a steel plate of 1 mm thickness.

The tail-skid-plate must be renewed by welding on a 2 mm steel plate from time to time. The tail-skid-plate is to be removed for this purpose. Do not anneal the spring.

The pressure-take-openings for the instruments at the fuselage are to be sealed with adhesive tape on transport or longer parking.

During out of use it will be the best to dismount the instruments and store them in a dry room. When mounting connect right.

The safety-belts are to be checked currently for fractures, damp-stain and corrosion.

Repairs: All larger repairs and overhauls must be effected by the manufactures. In case of need Mr. Schleicher will inform.

G) Centre of Gravity:

Great influences to the flying characteristics has the center of gravity. Therefore, the prescribed limits must be kept and not exceeded. Far aft position is particularly dangerous. The stalling and spinning characteristics will change then very badly. The sensibility of the elevator will increase. Too much front location of c.g. diminish the performance, and the glider cannot be flown at its maximum lift coefficient.

The following ranges of flight position of c.g. are tested:

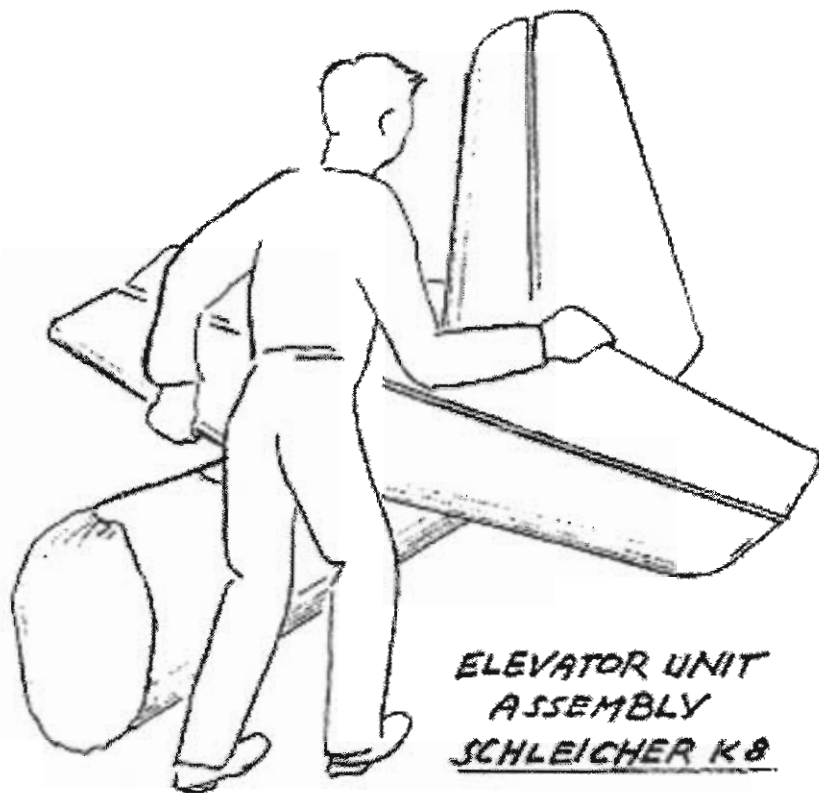
a) max. forward position:

(17.8 cm) 7 inches behind leading-edge of wing
at rib No. 1

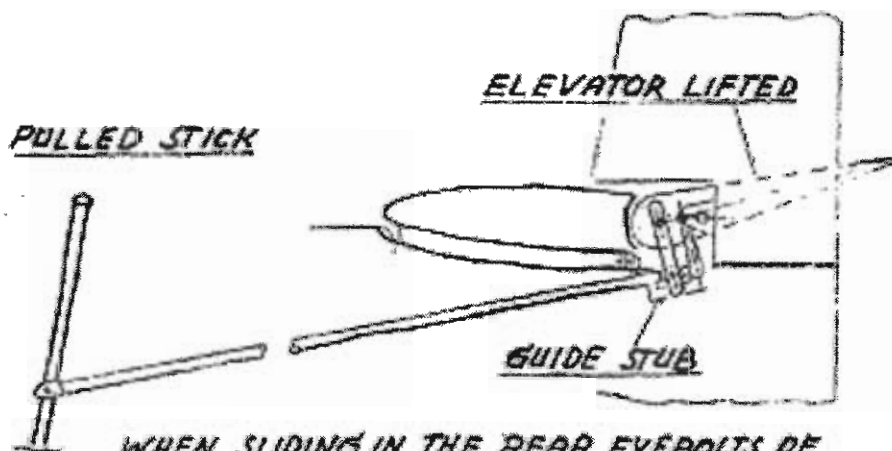
b.) max. aft position:

(35.6 cm) 14 inches behind wing-leading-edge at
rib No. 1

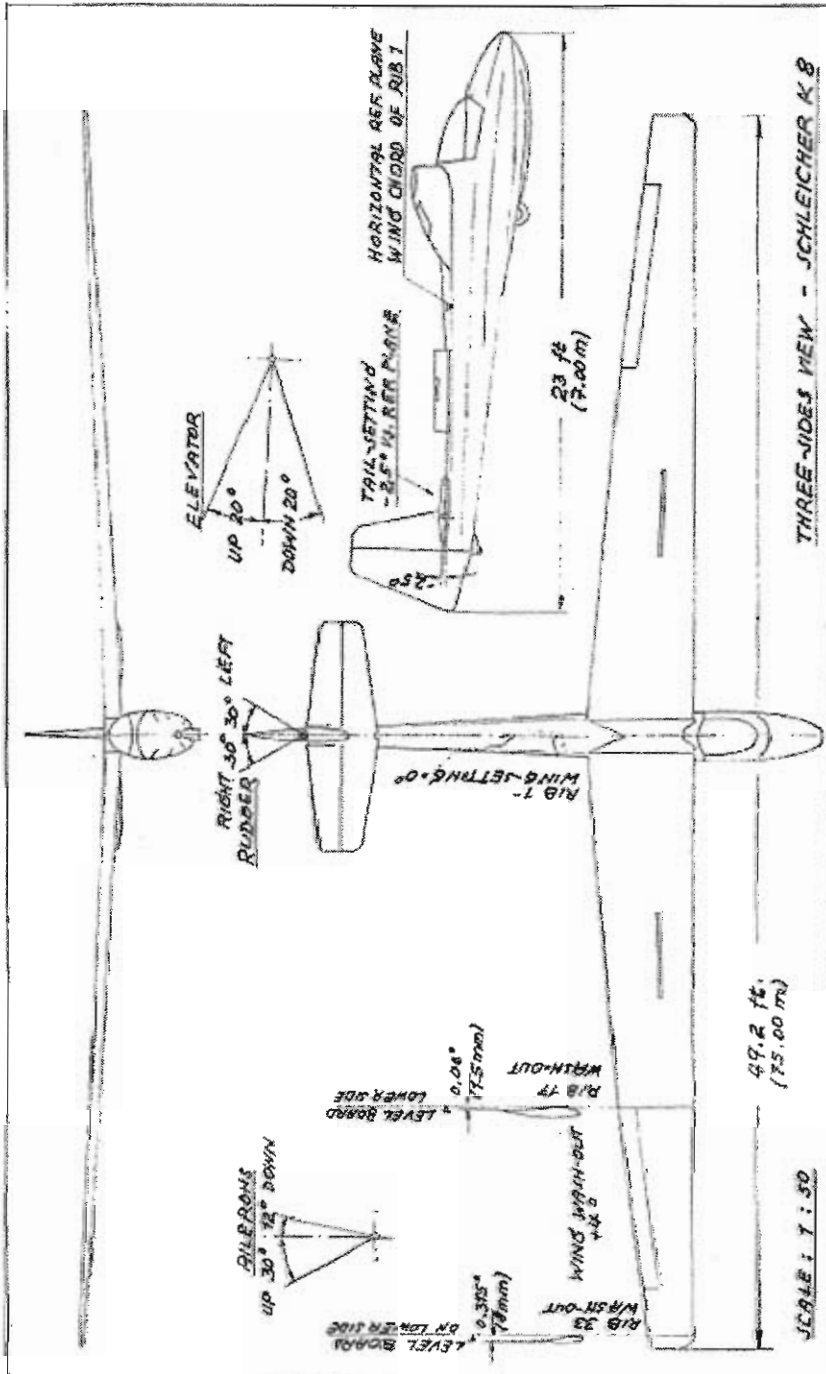
Pay attention to c.g. when additional equipment is installed, at repairs and renewing of finish. One can take it as a rule, that gliders become heavier during their life and become tall heavy. Therefore it is advisable to have a new weightregulation of the parts and c.g. balance at each yearly overhaul.



ELEVATOR UNIT
ASSEMBLY
SCHLEICHER K8



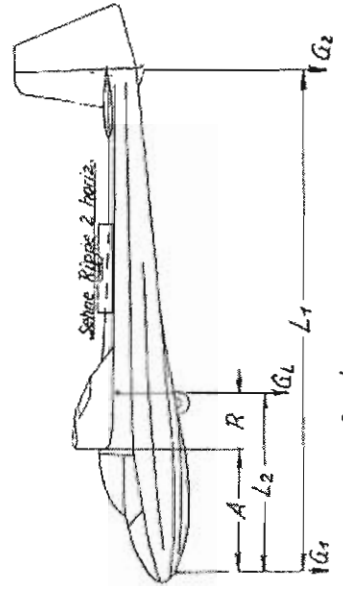
WHEN SLIDING IN THE REAR EYEBOLTS OF THE STABILIZER IT IS ADVISABLE TO LIFT THE ELEVATOR SOMEWHAT. THE BALL BEARING OF THE ELEVATOR CONTROL LEVER MUST FIT INTO THE GUIDE STUB OF THE PUSH-PULL TUBE TO AVOID THE RISK OF BENDING THE TUBE.



THREE-SIDES VIEW - SCHLEICHER K8

SCALE 1 : 50

(siehe auch Arbeitsblatt 051)



- G_1 = Leergewicht; empty weight
- G_2 = Gewicht am Störhaken; weight at bungee launch hook
- G_3 = Sporngewicht; weight at tail skid
- R = Schwerpunkt rücklage; center of gravity position.

Trimmpylon
 Bis 65 kg Führergewicht
 kein Trimmgewicht nötig.
 Until 65kg weight of pilot
 no Ballast necessary.
 Leichtere Piloten müssen
 Blei Kissen benutzen.
 Pilots of less weight have
 to use lead-cushions.

Geforderte Leergewicht - Schwerpunktlage:
 Empty weight - C of Gc - position:

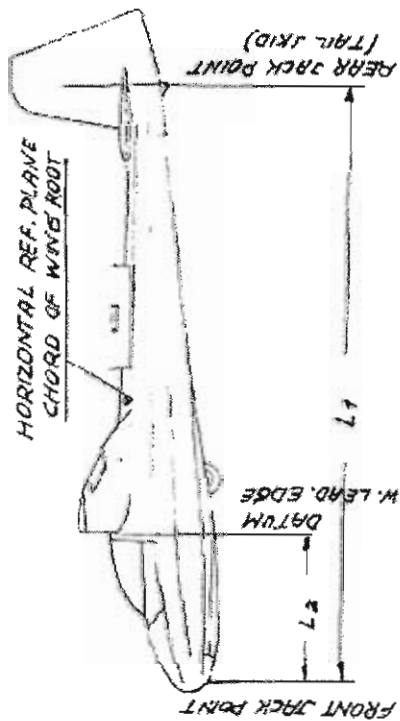
G_L = Leergewicht; empty weight	180	190	200	210	19	220
R = Schwerpunktlage; C. of Gc. position	664	650	637	625	335	614
					mm	

erweitert: B.06.96 G.V./D.W.

hinter Flügelvorderkante
 behind wing leading edge.

WEIGHT AND BALANCE

LEVEL THE FUSELAGE AND WING TIPS
(WING TIPS WITHOUT ANY LOAD)



DETERMINATION OF EMPTY WEIGHT C.G.:

WE. = EMPTY WEIGHT

W.S. = TRAIL SKID WEIGHT

WTS. $L_1 - L_2$ = CENTER OF GRAVITY
(AFT OF DATUM)

TRIMMING

WITH PILOT WEIGHTS OF MORE
THAN 132 LBS. TRIMMING IS NOT
REQUIRED.
PILOTS OF LESS WEIGHT HAVE TO
USE LEAD-CUSHIONS.

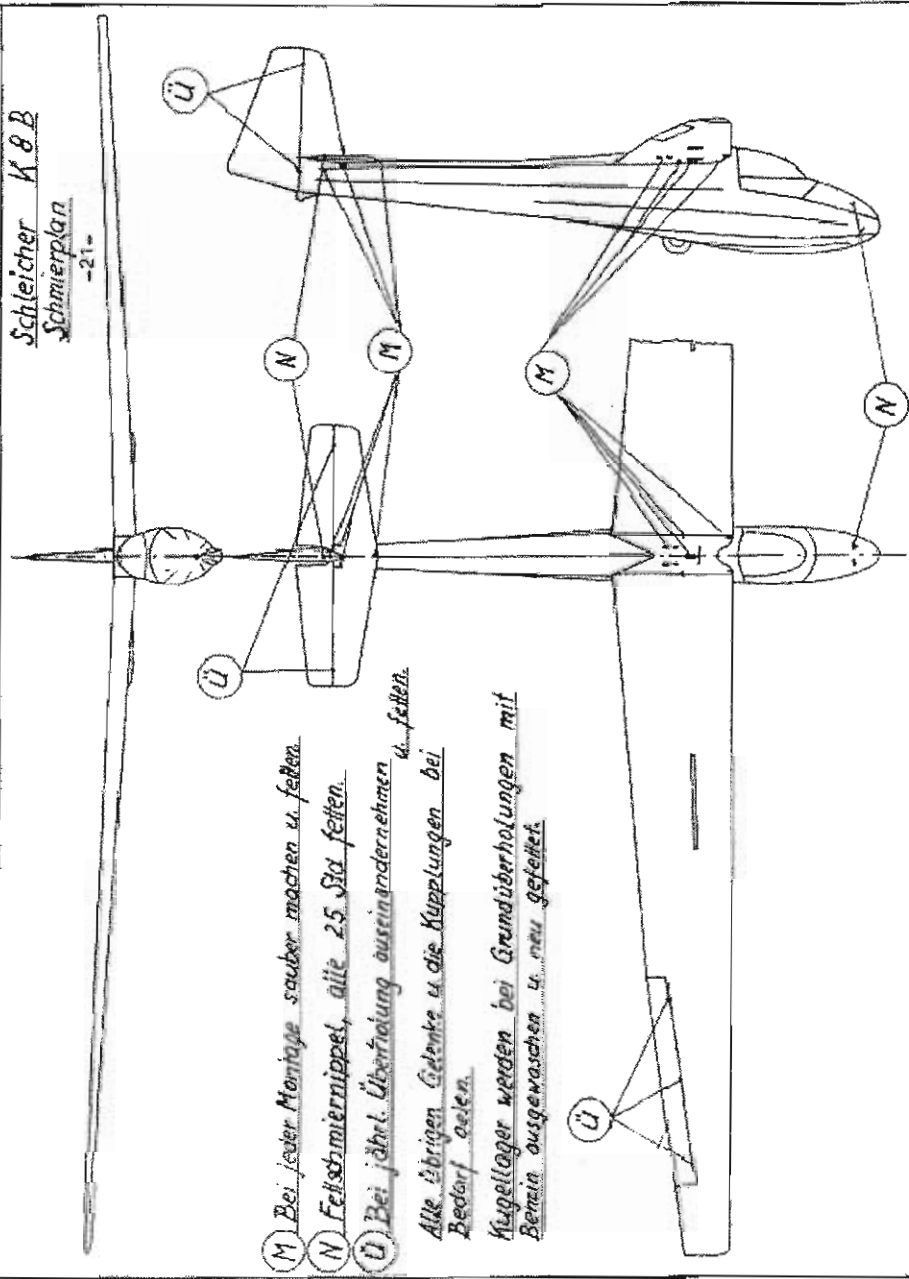
APPROVED EMPTY WEIGHT C.G. LOCATIONS:

EMPTY WEIGHT:	307	419	441	463	285.
EMPTY WEIGHT C.G.:	25.9	25.7	24.6	23.9	inches ±1.2"

(AFT OF DATUM (W. LEADING EDGE))

SCHLEICHER K 8

Schleicher K 8 B
Schmierplan
-21-



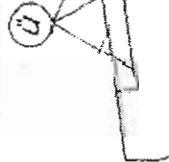
Ⓜ Bei jeder Montage sauber machen u. fetten.

Ⓝ Fettschmiermittel, alle 25 Std. fetten.

Ⓤ Bei jährl. Überholung auseinandernehmen u. fetten.

Alle übrigen Gelenke u. die Kupplungen bei Bedarf oelen.

Kugellager werden bei Grundüberholungen mit Benzin ausgewaschen u. neu gefettet.



SHEET: 1 of 3	Technical Note for	Alexander Schleicher GmbH & Co. Regelflugzeugbau D-6416 Poppenhausen
<u>Glider model:</u>	Ka 2 u. Ka 2B TN-No. 11 Ka 6, 6/C, 6B, 6BR, 6CR, 6E-5 . . . TN-No. 21 K7 TN-No. 18 K8, K 8B, K 8C TN-No. 23 K9 TN-No. 1 K11 TN-No. 1 ASK 13 TN-No. 12 ASK 18, ASK 18B TN-No. 6	
<u>Serial number applicability:</u>	Ka 2, Data-Sheet No. 140, all serial no.s Ka 2B, Data-Sheet No. 203, all serial no.s Ka 6, Data-Sheet No. 205, all serial no.s Ka 6/C, Data-Sheet No. 205, all serial no.s Ka 6B, Data-Sheet No. 205, all serial no.s Ka 6BR, Data-Sheet No. 205, all serial no.s Ka 6CR, Data-Sheet No. 205, all serial no.s Ka 6E5, Data-Sheet No. 205a, serial no. E1 K7, Data-Sheet No. 211, all serial no.s K8, Data-Sheet No. 216, all serial no.s K8B, Data-Sheet No. 216, all serial no.s K8C, Data-Sheet No. 216, all serial no.s K9, Data-Sheet No. 221, serial no. 1 K11, Data-Sheet No. 668, serial no. V1 ASK 13, Data-Sheet No. 357, all serial no.s ASK 18, Data-Sheet No. 307, all serial no.s ASK 18B, Data-Sheet No. 307, all serial no.s	
<u>Subject:</u>	Elevator.	
<u>Compliance:</u>	Prior to the next take-off.	
<u>Reason:</u>	A glider of the model K7 failed to gain normal flight altitude immediately after tow rope release on winch launch. With the stick full back only the left elevator could be actuated in the correct direction; the right elevator deflected downwards. The reason for this was a loose glue bond at the elevator rib 1 at which the elevator fitting is attached. Similar incidents had already before to the issue of the LTA 72-7 dated Feb.9,1972.	
<u>Action:</u>	1. Remove elevator. Check that the glued joint between rib 1 and the leading edge plywood and the elevator spar respectively is in good condition (see Fig.11). Before doing so check whether the LTA 72-7 of Feb.9, 1972 was already previously accomplished (this is not applicable to K9, K11 and ASK 18); if yes then the fabric strip first carefully has to be detached in order to be able to check the glued joint.	

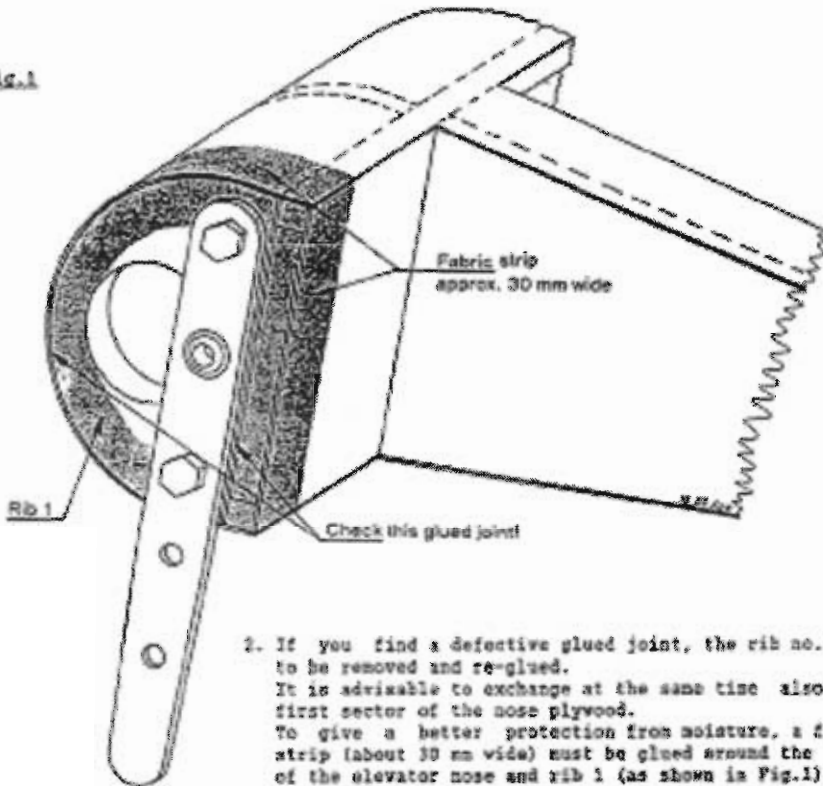
Approved for use: Alexander Schleicher, Regelflugzeugbau, Poppenhausen, D-6416
 Approved for use: Alexander Schleicher, Regelflugzeugbau, Poppenhausen, D-6416
 Approved for use: Alexander Schleicher, Regelflugzeugbau, Poppenhausen, D-6416

SHEET:
2 of 3

Technical Note
for
Glider Models as per Sheet 1

Alexander Schleicher
GmbH & Co.
Segelfluggewerbe
D-8416 Pöppelhausen

Fig.1



2. If you find a defective glued joint, the rib no.1 has to be removed and re-glued. It is advisable to exchange at the same time also the first sector of the nose plywood. To give a better protection from moisture, a fabric strip (about 30 mm wide) must be glued around the edge of the elevator nose and rib 1 (as shown in Fig.1).
3. The above action under points 1. and 2. must be repeated every three years during the annual re-inspection. This copy of the Technical Note must be inserted in the Flight and Operations Manual of the respective glider as an annex and a corresponding entry must be made into the "Amendments to the Manual".

Material & drawings:

Rib 1 made from multi-plywood, 15 mm thick, and nose plywood, 1 mm thick, according to DIN L 182/183, class 1/3 or NL 9128, 8.1013. Drawing as above.

Mass and C.G.:

It is not necessary to redetermine the mass and C.G. data.

Abgegeben vom verantwortlichen Ingenieur, Dr. Schöner, am 10.10.1983 für die Fertigung des Prototypen und der Serienfertigung.

SHEET:
3 of 3

Technical Note
for
Glider Models as per Sheet 1

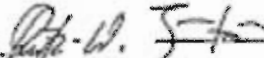
Alexander Schleicher
GmbH & Co.
Segelflugzeugbau
D-6416 Poppenhausen

Notes:

Actions 1. and 3. can be accomplished by a person who is familiar with such work.
Action 2. must only be accomplished by a technical aviation service station holding an appropriate license; the accomplishment of all actions must be certified by a licensed aviation inspector in the glider logbook and in the inspection certificates.

Poppenhausen, October 2, 1989

ALEXANDER SCHLEICHER
GmbH & Co.

i.A. 
L.-W. Juntow.

The German original of this Technical Note has been approved by the LBA under the date of Oct. 17, 1989 (signature: FRIESS). The translation into English has been done by best knowledge and judgment; in any case of doubt the German original is controlling.

Kontrolliertes Zeugnis des LBA vom 17.10.1989
über die Übersetzung des technischen Zeichens
in die englische Sprache

AIRWORTHINESS DIRECTIVE

72-7/3 Schleicher

Date of issue:

13. Dez. 1989

Affected Sailplanes:

German Type Certificate

No. 140,	Ka 2,	all serial nos.
203,	Ka 2B,	all serial nos.
205,	Ka 6,	all serial nos.
205,	Ka 6/0,	all serial nos.
205,	Ka 6D,	all serial nos.
205,	Ka 6SR,	all serial nos.
205,	Ka 6CR,	all serial nos.
205a,	Ka 6SR,	serial no. EI
211,	K7,	all serial nos.
216,	K8,	all serial nos.
216,	K8B,	all serial nos.
216,	K8C,	all serial nos.
221,	K9,	serial nos. 1
660,	K11,	serial No. VI
267,	ASK 13,	all serial nos.
307,	ASK 18,	all serial nos.
307,	ASK 18B,	all serial nos.

Subject:

Elevator

Reason:

Loose glue joints on rip 1 of the elevator

Action:

In accordance with the respective Technical Note

Compliance:

Before the next start

Technical publications of the manufacturer:

Alexander Schleicher, Technical Note, October 4, 1989 "Elevator"

Model	Ka 2 and Ka 2B	TN No. 11
	Ka 5, 6/0, 6D, 6SR, 6CR, 6B-2	TN No. 21
	K7	TN No. 10
	K8, K 8B, K 8C	TN No. 23
	K9	TN No. 1
	K11	TN No. 1
	ASK 13	TN No. 12
	ASK 18, ASK 18B	TN No. 6

which become herewith part of this AD and may be obtained from Messrs.
Alexander Schleicher GmbH & Co. Segelfluggesellschaft,
D-5416 Poppenhausen, Wasserkuppe, Federal Republic of Germany

Accomplishment and log book entry:

Action 1 and 3 to be accomplished by a skilled person.
Action 2 to be accomplished by an approved service station.
The accomplishment of this AD must be certified by a licensed inspector in the
powered gliders inspection documents and in the log-book.

Notes:

This Airworthiness Directive replaces AD-No. 72-7/2 of August 24, 1989.

new zip code: D-35183

Action:

- ad A1) Check whether the canopy retaining cord uses a snap hook as weak link at the fuselage (eg: Simlak-snap hook to spec DIN 5287, hook length 30 to 35 mm). This snap hook should open at a tensile load of \approx 34 kg. Other means of fixing, such as leather sloop or Nylon cord without weak link are not permissible and must be replaced by the prescribed type of fixing.

- ad A2) Checking the rudder pedals:
With the rudder neutral the pedals left and right must be evenly adjusted. Check the pedal board angle versus the pedal dimensions see drawing L-216.42-U011. The angle must meet the specified dimension.
Engage the pedal adjustment into its foremost position and check full deflection of the rudder.
Where pedals or attachment collars are bent, these can be either repaired or replaced by new ones.
In order to impede the bending of the pedal boards it is optionally recommended to weld an additional butt strap onto the attachment collar (see Fig.A2).

- ad A3) Inspect elevator push rods L-216.44-U 01 and L-216.44-U 02 for bending, deformation, or damage. If any of these are found, the push rod must be replaced by a new one. Never try to straighten any bent push rod; even only slightly bent rods must be replaced !

- ad A4) Inspect for corrosion:
If there is suspicion of corrosion, the keel tubes or the primary tubes of the fuselage skeleton as well as all control linkage tubes using a control check hole must be inspected internally for corrosion. Tubes may also use drift holes for the purpose of mounting fairings, pockets etc. and these are particularly endangered.
So the wall thickness must be inspected by suitable procedures. The specification of the wall thickness of the fuselage skeleton tubes is detailed in drawing L-216.11-S1, issue Jan.17, 1958, or L-216.11-S1 with revision entry dated Nov.24, 1961, applicable as of serial number 1016.
Where in doubt check the wall thickness by knocking (check from the sound) or by a suitable ultrasonic test equipment for measuring the thickness of the layers. Also in case of push rods with thread connectors check the tube inside wall for corrosion damages using an endoscope.
If the inside tube walls are all right, then the interior of the tubes must be preserved. In any case this must not increase the mass of the push rods noticeably!
Where rust is found, tubes must be replaced.
During each annual C. of A. inspection checks for rust sitting or rust formation must be included.

Anforderungen: Schleicher, Alexander, Pöppelmeuse, XXV 1610, Fogelthausweg, Pöppelmeuse, D-35183

Anforderungen: Schleicher, Alexander, Pöppelmeuse, XXV 1610, Fogelthausweg, Pöppelmeuse, D-35183

new zip code: D-36163

ad 01) This Technical Note must be inserted into the Flight and Maintenance Manual K 8 as annex to "Attachments" and the insertion must be certified in the Manual.

ad 02) For the maximum oversize diameters of the "attachment pins for wing, front" (AS PIN 080.11.0730) and/or "Plug-in pins for wing attachment, rear" (AS PIN 080.11.0511) please observe:

the material thickness of the fitting around the bore at its thinnest section must still be at least half of the diameter of the pin!

The bore in the "wing attachment fitting, front" and in the "main fitting, rear" must have H7 tolerance (off size). If tolerance is exceeded, the fittings must be replaced.

Material & drawings:

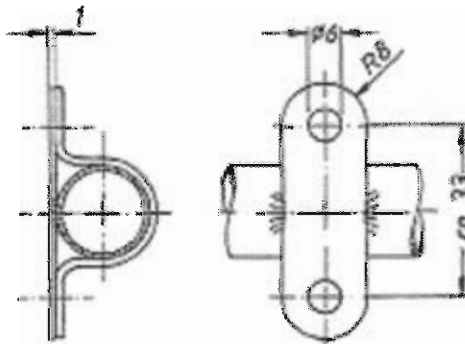
Any required materials and/or replacement parts may be ordered from Messrs. SCHLEICHER (Tel. +49(0)6656-890 or -8929, FAX +49(0)6656-8940) stating the glider type and the serial number of the aircraft in question.

For the interior wall preservation of the tubes you may use e.g. the preservative agent "Hohlraumkonservierung ML", PIN 3762, by Messrs. VOSSCHEMIE or any equivalent product.

Drawings applicable to this TN:
L-216.42-U01; L-216.44-U 01; L-216.44-U 02;
L-216.11-S1, issue 17.01.1958 or
L-216.11-S1, rev. of 24.11.1961, valid as of s/n. 1014.

Fig. A2

Reinforcing the attachment collars for pedal boards at the pedal assembly. Material: 1.7734.4
Welding procedure WIG to spec DIN 1912, welding wire material: 1.7734.2



Zustimmung des Herstellers ist erforderlich, um die Montage des Fußes an der Pedalboardeinheit zu gewährleisten. Bitte beachten Sie die Montageanleitung des Herstellers.

SHEET:
4 of 4

K 8
Technical Note
No. 24

Alexander Schleicher
GmbH & Co.
Spezialflugzeugbau
XX 02418 Poppenhausen

new zip code: D-36163

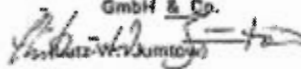
Notes:

If the inspection as per actions A2, A3, or A4 reveals any damages, a copy of the report of findings must be returned to Messrs. SCHLEICHER including the serial number of the aircraft in question, its number of take-offs and total flight hours!

The above actions must be accomplished by a competent person. The accomplishment of the actions must be certified by a licensed aviation inspector in the glider's inspection documents, in the Flight and Maintenance Manual, and in the log-book.

Poppenhausen, Dec.4, 1995

ALEXANDER SCHLEICHER
GmbH & Co.



The German original of this Technical Note has been approved by the LBA under the date of Dec.7, 1995 (signature: WALTER). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.

Technische Note, englische in deutscher
Sprache für die FAA in Zusammenarbeit
mit dem Deutschen Flugzeugbauverband

Handwritten note, translation done from
German, translation and binding done in
accordance with the FAA requirements



Luftfahrt-Bundesamt
-AD-Department-

Airworthiness Directive

*In case of any difficulty, reference should be made
to the German original issue*

96-005 Schleicher

Date of issue: January 22, 1996

Affected airplanes:

German Type Certificate No.: 216

Schleicher

KB, KBB und KBC including any license- and home-built sailplanes.
- S/No's.: all

Subject:

- A1) Canopy retaining cord; inspection/replacement
- A2) Rudder pedals; inspection/modification
- A3) Elevator control linkage; inspection/replacement
- A4) Inspection of the fuselage tube skeleton and the control linkages for corrosion
- B1) Amendment of the KB Flight and Operations Manual
- B2) Specification of the maximum diameter for the wing attachment pins

Reason:

For safety reason and on requirement by the LBA a complete inspection of the fuselage tube skeleton and of all control linkages is scheduled and required by the Technical Note.

Actions:

- ad A1) Check whether the canopy retaining cord uses a snap hook as weak link at the fuselage
- ad A2) Inspection and adjustment of the rudder pedals. To prevent bending of pedal boards, it is recommended to modify the attachment collar.
- ad A3) Inspection of elevator push rods for bending, deformation or damage. If necessary, replace rods by a new one.
- ad A4) Inspection of fuselage skeleton and control linkage tubes for corrosion. If necessary, replace concerned parts.
- ad B1) Insert Technical Note into Flight and Maintenance Manual
- ad B2) Specify diameter for the wing attachment pins. If the tolerance of the bore in the wing attachment fitting is exceeded, the fittings must be replaced.

Compliance:

Actions A1) up to A4) must be performed at each annual inspection, but for the first time at latest on April 30, 1996.
Action B1) must be performed at the next annual inspection, but not later than April 30, 1996.
Action B2) Recommended if necessary.

Technical publication of the manufacturer:
Schleicher Technical Note No. 24, dated December 04, 1995 which becomes herewith part of this AD and may be obtained from Messrs.

Alexander Schleicher GmbH & Co
Ruhrain 1

D-36163 Poppenhausen

Federal Republic of Germany

Accomplishment and log book entry:
Action to be accomplished by an approved service station and to be checked and entered in the log by a licensed inspector.

* * *