

AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: ASK 13

SUBJECT: Inspection of the root rib dive brake belcrank support brackets and adjustment of the dive brake overcenter.

BACKGROUND: On some ASK 13's the root rib dive brake belcrank support brackets cracked due to incorrect adjustment of the dive brake overcenter.

DOCUMENTATION: Alexander Schleicher ASK 13 Technical Note No 14.

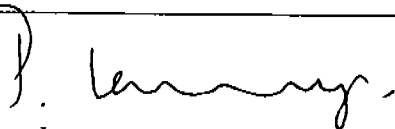
ACTION REQUIRED: Before 31 March 1992 or at the next Form 2 inspection, which ever comes first, and at each subsequent Form 2 the root rib dive brake belcrank support brackets must be inspected and dive brake overcenter must be adjusted in accordance with ASK 13 Technical Note No 14. See page 2.

IMPLEMENTATION: The inspection and adjustment must be completed by persons rated "Inspection for Issue of Certificates of Airworthiness" any type.

WEIGHT AND BALANCE: No effect

COMPLIANCE: The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to the Australian Civil aviation Regulations under the delegated authority of the Civil Aviation Authority (CEO42/90).

SIGNED:



CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

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3.4 Take care that the toggle must not go over the dead point which would cause the airbrakes to extend again.

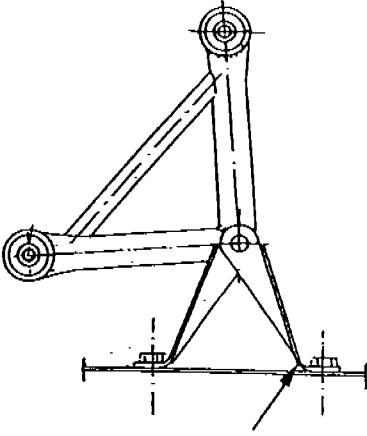
3.5 For both airbrakes together, the hand forces must not exceed approx. 6 daN, when measured at the front airbrake operating lever from above.

3.6 Re-fit the airbrake return spring at the front operating lever in the cockpit.

4. This Technical Note must be inserted as appendix into the ASK 13 Flight and Maintenance Manual and this action must be entered into the "Amendments" on page 2.

5. The inspection of the bearing brackets and of the toggle force of the airbrake control circuit (as described under points 1. thru 3.) must be included from now on within each annual C. of A. inspection.

Material & drawings:



Notes:

The actions under Point 1.) thru 3.) can be accomplished by any competent person. The accomplishment of this modification must be certified by a licensed aviation inspector in the glider's inspection documents and in the log-book. The action under Point 4.) can be accomplished by the owner / operator of the glider himself.

Poppenhausen, September 27, 1991

ALEXANDER SCHLEICHER
GmbH & Co.
A. Schleicher
Lutz-Werner Gumtow.

The German original of this Technical Note has been approved by the LBA under the date of October 10, 1991 (signature: SKOV). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.

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Subject:

Inspecting the bearing brackets and the toggle force of the airbrake control circuit.

Serial number applicability:

Glider ASK 13, Data Sheet no. 267.
A) Serial no.s 13000 thru 13689 including;
B) All serial no.s.

Compliance:

A) The action must be accomplished with the next annual C. of A. inspection, but before or on March 31, 1992, at the latest.
B) The action must become part of each future annual C. of A. inspection.

Reason:

On some gliders of the model ASK 13 the bearing brackets of the airbrake control circuit have broken at the wing root rib. The failure was caused by too high toggle forces which resulted from a wrong adjustment of the toggle in the airbrake control circuit.

Action:

1. Carefully inspect the bearing brackets of the airbrake control circuit at the wing root ribs as well as the root ribs themselves for damage, cracks etc. In case of doubt the paint must be removed off the bracket. In most cases the breaks were found at the bottom of the front bearing bracket; refer to the drawing on Sheet 2 of this TN !
Where damages at one bearing bracket are found, this part must be exchanged; where a root rib is damaged, it requires repair.
2. Check the toggle force as described under Point 3.) and where necessary adjust.
3. Adjustment Instructions For Airbrake Toggle
 - 3.1 Undo the airbrake return spring at the front operating lever in the cockpit.
 - 3.2 The airbrake toggle - each side separately - must be adjusted such that a force of approx. 3 to 4 daN is obtained at the front airbrake operating lever when measured from above (measurement distance from the pivot point of the operating lever towards the hand grip = 300 mm).
 - 3.3 Adjustment of the toggle force is done by turning in or out the adjusting heads in the fuselage. If the correct adjustment values cannot be achieved here, the thickness of the airbrake stop blocks inside the wings must either be increased or cut back.