Airworthiness Directive Schedule

Gliders

Schleicher

26 July 2018

Notes: 1. This AD schedule is applicable to Schleicher gliders manufactured under the following EASA and LBA Type Certificate (TC) Numbers held by Alexander Schleicher GmbH & Co.:

Aircraft Model:	EASA/LBA TC Number:	Type Certificate Holder:
ASH25	A.213 (LBA L-364)	Alexander Schleicher GmbH & Co.
ASH25E (Powered)	A.213 (LBA L-858)	Alexander Schleicher GmbH & Co.
ASH25M (Powered)	A.213 (LBA L-858)	Alexander Schleicher GmbH & Co.
ASH26E (Powered)	L-883	Alexander Schleicher GmbH & Co.
ASH31Mi (Powered)	A.538	Alexander Schleicher GmbH & Co.
AS-K13	L-267	Alexander Schleicher GmbH & Co.
ASK 21	A.221	Alexander Schleicher GmbH & Co.
ASW15	L-272	Alexander Schleicher GmbH & Co.
ASW17	L-282	Alexander Schleicher GmbH & Co.
ASW19	L-308	Alexander Schleicher GmbH & Co.
ASW19B	L-308	Alexander Schleicher GmbH & Co.
ASW20	L-314	Alexander Schleicher GmbH & Co.
ASW20BL	L-314	Alexander Schleicher GmbH & Co.
ASW20C	L-314	Alexander Schleicher GmbH & Co.
ASW20CL	L-314	Alexander Schleicher GmbH & Co.
ASW20L	L-314	Alexander Schleicher GmbH & Co.
ASW24	L-366	Alexander Schleicher GmbH & Co.
ASW27	A.220	Alexander Schleicher GmbH & Co.
ASW27-18E (Powered)	A.220	Alexander Schleicher GmbH & Co.
ASW28	A.017 (LBA L-423)	Alexander Schleicher GmbH & Co.
ASW28-18E (Powered)	A.034	Alexander Schleicher GmbH & Co.
Ka6BR	L-205	Alexander Schleicher GmbH & Co.
Ka6CR	L-205	Alexander Schleicher GmbH & Co.
Ka6CR-PE	L-205	Alexander Schleicher GmbH & Co.
Ka6E	L-205	Alexander Schleicher GmbH & Co.
K7 Rhonadler	L-211	Alexander Schleicher GmbH & Co.
K8B	L-216	Alexander Schleicher GmbH & Co.
Rhonlerche II	L-164	Alexander Schleicher GmbH & Co.

2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these gliders. State of Design ADs can be obtained directly from the EASA web site at http://ad.easa.europa.eu/
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/SCH/101 Fuselage Members - Modification

Applicability: Model K7 S/N 1 through 935 and 984

Requirement: To preclude buckling of the fuselage steel tube members on either side of the rear fuselage, five tube replacements are necessary. These replacement tubes have a greater wall thickness and can be located by counting forward from stern post. Schleicher drawing Nr L-211-10-A4 dated 15 March 1961 and FAA AD 61-13-3 also cover their replacement.

1. Replace the following existing steel tube members using FAA Advisory Circular AC 43.13-1A procedures or manufacturer's recommendations.

2. Right side only third member, replace with 12 mm (15/32 in) outside diameter, 1 mm (.040 in) wall thickness tube.

3. Right and left side, fourth and sixth members, replace with 14 mm (9/16 in) outside diameter 1 mm (.040 in) wall thickness tubes.

Compliance: Before further flight

Effective Date: 31 January 1967

DCA/SCH/102 Elevator Push Rod - Modification

Applicability: All model K7

Requirement: Schleicher K7 Modification Nr 8

Compliance: Next periodic inspection

Effective Date: 31 January 1967

DCA/SCH/103 Freedom of Elevator Cable at Control Shaft - Modification

Applicability: All model Rhonlerche II

Requirement: Rhonlerche II Modification Nr 9

Compliance: 1. Part 1 - daily until Part 2 actioned

2. Part 2 - next periodic inspection

Effective Date: 31 January 1967

DCA/SCH/104 Forked Air Brake Push Rod - Modification

Applicability: All model KA6 and K8

Requirement: Schleicher KA6 Modification Nr 7 K8 Modification Nr 9

Compliance: As detailed

Effective Date: 31 January 1967

DCA/SCH/105 Automatic Elevator Connection - Inspection

Applicability: All model KA2, KA2B, KA6, K7 and K8

Requirement: Schleicher unnumbered leaflet dated 7 July 1962

Compliance: Every periodic inspection

Effective Date: 31 January 1967

DCA/SCH/106 Push Pull Air Brake rod - Inspection

Applicability: All model KA6 S/N up to 6067 except those which have complied with DCA/SCH/104

Requirement: Luftfahrt Bundesamt Airworthiness Information Nr 7/62

Compliance: Daily

Effective Date: 31 January 1967

Note: A copy of the reference document may be obtained from the Director

DCA/SCH/107 Control Stick Attachment Rear Cockpit - Inspection

Applicability: All model KA2, KA2B, K7

Requirement: Luftfahrt Bundesamt Airworthiness Information Nr 2/63

Compliance: Daily

Effective Date: 31 January 1967

DCA/SCH/108 Cancelled: Purpose fulfilled - Once only inspection

DCA/SCH/109 Elevator Horn Attachment - Inspection

Applicability: All model K7 except those in which Auckland Gliding Club repair AGC/4/K7 has been embodied

Requirement: Cases have been reported of cracks being found between the elevator horn attachment blocks and the spar leading edge ply.

An inspection is to be made between the elevator horn attachment blocks and the spar leading edge ply; any cracks found are to be repaired by an approved scheme.

Compliance: Every periodic inspection

Effective Date: 31 January 1967

DCA/SCH/111 Wheel Brake Cable - Modification

Applicability: All model ASK 13

Requirement: Schleicher ASK 13 modification Nr 2

Compliance: By 1 September 1968

DCA/SCH/112 Aileron Mass Balance - Modification

Applicability: All model Rhonlerche II

Requirement: Schleicher Rhonlerche II modification Nr 12

Compliance: By 30 September 1968

DCA/SCH/113 Larger Buffer Plates for the Rubber Buffer Landing Gear - Modification

Applicability: All model ASK 13

Requirement: Schleicher ASK 13 modification Nr 3

Compliance: By 30 April 1969

DCA/SCH/114 Suspension of the Thermo-Bottles below the Baggage Compartment - Modification

Applicability: All model KA6E S/N up to 4232 except 4226

Requirement: Schleicher KA6E TN 17

Compliance: By 30 April 1969

DCA/SCH/115A Aileron Control Safety Pin - Inspection

Applicability: All KA6 series

Requirement: A case is reported in which the safety pin securing the aileron control rod to the aileron bellcrank fouled the edge of the fuselage aperture and movement of the control pulled the safety pin out with consequent risk of the control becoming disconnected. Subsequent investigation showed that the safety pin was non-standard and had probably been installed with the loop on the outside (towards the fuselage aperture edge).

1. All gliders of the subject type are to be inspected to ensure that the safety pin used to secure the aileron control rod to the aileron bellcrank is a standard manufacturer's part and that it is installed with the loop on the inside (away from the fuselage aperture edge).

2. On the surrounding surface of the aperture through which the control rods operate a placard is to be provided in red letters at least half an inch high to read "IMPORTANT - SAFETY PINS IN AILERON CONTROL MUST BE INSTALLED WITH LOOP ON INSIDE"

Compliance: Next periodic inspection

Effective Date: 30 November 1971

DCA/SCH/116 Elevator Tube Spar - Modification

Applicability: All model KA6E

Requirement: Schleicher KA6 TN 18

Compliance: By 1 April 1971

DCA/SCH/117 Airbrake Bellcrank Inner Bearing - Modification

Applicability: Model K8 S/N 8119 and above

Requirement: Schleicher K8 modification Nr 10

Compliance: Within the next 25 hours TIS

Effective Date: 30 November 1971

DCA/SCH/118 Push-Pull Rods Dust Cover - Modification

Applicability: All ASW 15 up to S/N 15139 inclusive

Requirement: Schleicher ASW 15 TN 4

Compliance: By 1 April 1972

DCA/SCH/119 Ventilation of Wing Nose Boxes - Modification

Applicability: Model ASW 15 S/N 15001 through 15163, except 15014, 15042, 15048 and 15162

Requirement: Schleicher ASW 15 TN 6

Compliance: By 1 April 1972

DCA/SCH/120 Cancelled: Purpose fulfilled - Once only inspection

DCA/SCH/121 Rudder Nose - Inspection

Applicability: Model ASW 15 S/N 15001 through 15183

Requirement: Schleicher ASW 15 TN 10

Compliance: Within the next 25 hours TIS

Effective Date: 30 April 1973

DCA/SCH/122 Control Shaft, Strengthening - Inspection

Applicability: All model Rhonlerche II

Requirement: Schleicher Rhonlerche II TN.

(Luftfahrt Bundesamt AD 75-166 refers)

Compliance: 1. Inspect before further flight.
2. Repair and modify in accordance with TN 13 Sheet 2 before further flight if cracks are found, but in any case modify not later than 1 July 1976

Effective Date: 25 July 1975

DCA/SCH/123 Water Ballast System - Modification

Applicability: Model ASW 17 S/N 17001 through 17043

Requirement: Schleicher ASW 17 TN 6.

(Luftfahrt Bundesamt AD 76-11 refers)

Compliance: Prior to next use of water ballast system

Effective Date: 31 March 1976

DCA/SCH/124 Aileron Control Clevis Pin - Inspection

Applicability: All model Rhonlerche II

Requirement: Alexander Schleicher TN 14.

(Luftfahrt Bundesamt AD 77-268 Schleicher refers)

Compliance: Before further flight

Effective Date: 12 October 1977

DCA/SCH/125 Inspection Panels - Modifications

Applicability: Model ASW 19 S/N 19001 through 19232
Model ASW 20 S/N 20001 through 20113 except 20111

Requirement: To prevent possible interference with aileron and flap controls:

Part 1 - tape each inspection panel to prevent its entry into fuselage
Part 2 - embody modifications per Schleicher ASW 19 TN 7 or ASW 20 TN 4.

(LBA AD 78-303 refers)

Compliance: Part 1 - Prior to each flight until Part 2 accomplished

Part 2 - by 30 June 1979

Effective Date: 6 April 1979

DCA/SCH/126 Canopy Lock - Inspection

Applicability: All model K8B

Requirement: Inspect canopy lock per Schleicher TN 21 and rework cam profile as necessary before further flight.

(LBA AD 80-158 refers)

Compliance: By 31 October 1980

Effective Date: 26 September 1980

DCA/SCH/127 Aileron Hinge - Inspection

Applicability: All model ASW 19 and ASW 20

Requirement: Inspect per Luftfahrt Bundesamt AD 81-74

Compliance: Prior to next flight

Effective Date: 30 April 1981

Note: A copy of the reference document may be obtained from the Director

DCA/SCH/128 Aileron and Flap Installations - Operating Limitation Placard and Inspection

Applicability: Model ASW 20 S/N 20001 through 20077 and 20086

Requirement: 1. In clear view of pilot, affix placard which reads: "Vne LIMITED TO 108 KTS (200 KM/H)"

2. Inspect and rework as necessary per Schleicher ASW 20 TN 12
(Luftfahrt Bundesamt AD 81-54 refers)

Compliance: 1. Placard - before further flight. May be removed after satisfactory completion of inspection.

2. Inspection - by 30 September 1981

Effective Date: 21 August 1981

DCA/SCH/129 Service Life - Inspection and Limitation

Applicability: All model ASW 15 and 15B

Requirement: Accomplish inspection programme referred to in Schleicher ASW 15 TN 20. Any defects found must be rectified before further flight.
(LBA AD 81-91 refers)

Compliance: At 3000 hours TTIS and thereafter at intervals not exceeding 1000 hours TIS up to a maximum of 6000 hours TTIS

Effective Date: 21 August 1981

DCA/SCH/130A Elevator Actuator Bellcrank - Inspection

Applicability: All model ASW 15 and 15B

Requirement: 1. Inspect per Schleicher ASW 15 TN 21. Renew cracked parts before further flight.

2. Modify per Schleicher ASW 15 TN 22.
(LBA AD 82-221 refers)

Compliance: 1. Inspection - within 100 flights or 100 hours TIS, whichever is the sooner, since inspection per DCA/SCH/130 and thereafter at intervals not exceeding 100 flights or 100 hours TIS whichever is the sooner, until modified.

2. Modification - by 31 May 1983.

Effective Date: DCA/SCH/130 - 26 February 1982
DCA/SCH/130A - 24 December 1982

Note: Requirement notified to registered owners on effective date.

DCA/SCH/131 Aileron/Airbrake Controls Installation - Inspection

Applicability: All model K7 and ASK 13

Requirement: To preclude possibility of an in-flight malfunction, accomplish the following:

Gain access to aileron/airbrake operating lever shaft mounting brackets located on each inboard wing rib and visually inspect for cracks in area of lug bend radius adjacent to attachment bolts. Renew cracked parts before further flight

Compliance: By 31 July 1982 and thereafter at intervals not exceeding six calendar months

Effective Date: 9 July 1982

DCA/SCH/132A Elevator Control System - Operating Limitation and Inspection

Applicability: All model ASW 19

Requirement: To preclude possibility of elevator flutter, accomplish the following:

1. In clear view of pilot affix placard which reads - "Vne LIMITED TO 120 KTS (222 KM/H)". Placard may be removed when elevator profile modified per Schleicher TN 17.

2. Inspect fuselage bulkhead in front of control stick for security and freedom from damage. Rectify defects before further flight.

Compliance: 1. Placard - before further flight.
2. Inspection - at intervals not exceeding six calendar months and before further flight following a heavy landing

Effective Date: DCA/SCH/132 - 17 February 1984
DCA/SCH/132A - 16 November 1984

DCA/SCH/133 Tow Release System - Inspection

Applicability: Model ASW 19 and 19B S/N 19001 through 19405; ASW 20 and 20L S/N 20001 through 20611; ASW 20B S/N 20620 through 20626

Requirement: Inspect per Schleicher TN ASW 19/19B Nr 18 or ASW 20/20L/20B Nr 21 as appropriate. Incorrect installations to be rectified before further flight.

(LBA AD 84-115 refers)

Compliance: By 31 October 1984

Effective Date: 14 September 1984

DCA/SCH/134 Flight Controls and Safety Harness Installation - Inspection

Applicability: Models ASW 20 and 20L, S/N 20001 through 20611

Requirement: To prevent unintentional pilot induced oscillations, accomplish the inspections and modifications prescribed in Schleicher TN ASW 20/20L Nr 30. Rectify defective installations before further flight.

(LBA AD 87-148 refers)

Compliance: By 31 March 1988

Effective Date: 23 October 1987

DCA/SCH/135 Aileron Sealing - Inspection

Applicability: Models ASW 20, 20C, 20CL and 20L, S/N 20001 through 20860; also 20950 and 20951

Requirement: To preclude possibility of aileron flutter, inspect per Schleicher TN ASW 20 Nr 31. Any defect or deficiency found, as described in "Action" paras 1.1 or 1.2, must be rectified before further flight

Compliance: By 30 November 1987

Effective Date: 23 October 1987

DCA/SCH/136 Wing Spars - Inspection

Applicability: All model ASW 15 and 15B

Requirement: To preclude possibility of in-flight wing failure, inspect per Schleicher ASW 15 TN 23, Actions 1.1 through 1.3 and 2.1 through 4. Inspection holes must be sealed and any damage repaired, as prescribed, before further flight.

(LBA AD 88-95 refers)

Compliance: Actions 1.1 through 1.3 - Before further flight or by 30 June 1988, whichever is the sooner.

Actions 2.1 through 4 - By 31 December 1988.

Effective Date: 20 May 1988

Note: Requirement notified to registered owners on effective date.

DCA/SCH/137 Wing Spars - Inspection

Applicability: All model ASW 17

Requirement: To preclude possibility of in-flight wing failure, inspect per Schleicher ASW 17 TN 12, Actions 1.1 through 1.3 and 2.1 through 4. Inspection holes must be sealed and any damage repaired, as prescribed before further flight.

(LBA AD 89-115 refers)

Compliance: Actions 1.1 through 1.3 - By 30 November 1989

Actions 2.1 through 4 - By 30 April 1990

Effective Date: 1 November 1989

Note: Requirement notified to registered owners on effective date

DCA/SCH/138 Elevator Structure - Inspection

Applicability: All model KA6, K6BR, KA6CR; K7; K8 and AS-K13

Requirement: To detect possible deterioration of the glue joint between elevator Nr 1 rib and plywood nose skin due to moisture or age, accomplish the following:

1. Remove elevator and inspect glue joint between Nr 1 rib and plywood skin on each elevator half, using a small knife blade.

2. Rectify defective joints before further flight.

3. Cover joint with fabric to prevent moisture ingress.

(LBA AD 72-7/2 refers)

Compliance: During next and each subsequent annual inspection

Effective Date: 24 November 1989

DCA/SCH/139 Airbrake Control - Inspection

Applicability: All model ASK 13

Requirement: To prevent failure of the airbrake control bearing brackets inspect, repair and adjust as necessary per Schleicher ASK 13 TN 14.

(LBA AD 91-173 refers)

Compliance: Within next 6 months and thereafter at intervals not exceeding 12 months

Effective Date: 28 February 1992

DCA/SCH/140 Service Life - Inspection and Limitation

Applicability: All Model ASW 17

Requirement: To extend service life to 12,000 hours implement the inspection program referred to in Schleicher ASW 17 TN 13. Any defects found must be rectified before further flight.

(LBA AD 93-124 refers)

Compliance: By 3000 hours TTIS.

Effective Date: 24 December 1993

NZCAR Part III Leaflets B.40-7/1, B.40-7/3 and B.40-7/4 are hereby cancelled.

DCA/SCH/141 Canopy Retention and Flight Control Linkages - Inspection

Applicability: All model K8, K8B and K8C.

Requirement: To ensure the continued airworthiness of the glider accomplish the following parts of Schleicher K8 TN 24:-

A1 Canopy retaining cord
A2 Rudder Pedals
A3 Elevator control Linkage
A4 Inspection of the fuselage tube frame and the control linkages for corrosion

B1 Flight Manual Amendment
B2 Diameter of the wing attachment pins

If necessary rectify any deficiencies found per TN 24 before further flight.

(LBA AD 96-005 refers)

Compliance: Accomplish A1, A2, A3, and A4 by 30 June 1996 and thereafter at intervals not to exceed 12 months.

Accomplish B1 and B2 by 30 June 1996.

Effective Date: 15 March 1996

DCA/SCH/142 Service Life - Inspection and Limitation

Applicability: All model ASW 19

Requirement: To extend service life to 12,000 hours accomplish the following:-

Implement inspection program per Schleicher ASW 19 TN 25, dated 21 October 1996. Any defects found must be rectified before further flight.

(LBA AD 97-010 refers)

Compliance: By 3000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 6 June 1997

DCA/SCH/143 Service Life - Inspection and Limitation

Applicability: All model ASW 20 (all model variants)

Requirement: To extend service life to 12,000 hours accomplish the following:-

Amend the maintenance manual and implement the inspection program per Schleicher ASW 20 TN 39/2. Any defects found must be rectified before further flight.

(LBA AD 1998-255 refers)

Compliance: Amend maintenance manual by 31 December 1998. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 6 June 1997

DCA/SCH/144 Service Life – Inspection and Limitation

Applicability: All model ASH 25 and ASH 25E.

Requirement: To extend service life to 12,000 hours accomplish the following:-

1. Amend the aircraft flight manual and maintenance manual per Schleicher ASH 25 TN 14 or ASH 25E TN 12 as applicable, and implement the inspection program. Any defects found must be rectified before further flight.

2. Inspect per TN 14 or TN 12 as applicable, the elevator control linkage if a major repair to the landing gear or to the fin area has ever been accomplished. Rectify as necessary before further flight

3. Incorporate additional safety device for the landing gear rear bolts per TN 14 or TN 12 as applicable.
(LBA AD 1998-486 refers)

Compliance: 1. Amend maintenance manual by 30 June 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.
2. By 12 April 1999
3. By 30 June 1999

Effective Date: 12 March 1999

DCA/SCH/145 Elevator Control Clearance - Inspection

Applicability: Model ASW 27 S/N 27002 through 27104

Requirement: To prevent jamming of flight controls accomplish Schleicher ASW 27 TN 5.
(LBA AD 1999-283 refers)

Compliance: By 30 November 1999

Effective Date: 24 September 1999

DCA/SCH/146 Exhaust Muffler – Inspection

Applicability: Model ASH 25M

Requirement: To prevent failure of the muffler, accomplish the following per Alexander Schleicher ASH 25 M Technical Note No. 15.:-

1. Determine which version of muffler is installed. Upgraded mufflers were marked with the letter “X“. If a muffler without “X“ marking is found installed and the operating time of the muffler is less than 40 hours, the CFRP-fairing of the muffler must be inspected for signs of overheating. If the muffler exceeds 40 hours engine operating time, the front side of the muffler behind the cover plate must also be inspected. If no discoloration is found, the engine may be operated for a further 2 hours and must be inspected every 2 hours up to a maximum of 60 hours engine operating time. If damage or discoloration is found during any inspection, the muffler must be replaced before further flight. If a muffler with an “X“ marking is found installed, the muffler must be returned to Schleicher for an inspection at 100 hours total engine operating time or by 24 February 2001, whichever is the sooner.

2. Revise the Flight and Maintenance manual pages after the installation of the new muffler.
(LBA AD 1999-376 refers)

Compliance: 1. By 24 March 2000 and therafter compliance is required at the times specified within the requirement of this airworthiness directive.
2. After the installation of the new muffler.

Effective Date: 24 February 2000

DCA/SCH/147 Wing Ballast Tanks – Correction of CG Limits

Applicability: Model ASW 27

Requirement: The manufacturer has determined that the integral wing ballast tanks produce a larger nose-down moment than the soft ballast bags. To avoid a forward CG problem, accomplish the following:-

1. Install the following placard and amend the flight manual per Schleicher ASW 27 Tech Note No 9.

WARNING: When water ballast is carried, pilots weighing 105kg or more (incl parachute) must use rearmost backrest hinge position

2. Determine empty CG position.

(LBA AD 2002-086 refers)

Compliance: 1. By 30 April 2002

2. Within next 12 months.

Effective Date: 28 March 2002

DCA/SCH/148 Fuel Line – Inspection

Applicability: Model ASH 25M S/N up to an including 25233, excluding 25202, 25204, 25214, 25231, that are equipped with fuel injected engine IAE50R-AA.

Requirement: To prevent fuel leakage within the engine compartment and associated risk of fire, inspect the Fuel Line per Schleicher ASH 25 Mi TN No 22. If incorrect end fitting is found, replace before further flight.

(LBA AD 2003-129 refers)

Compliance: Before further flight.

Effective Date: 27 March 2003

DCA/SCH/149 Rudder Pedal - Inspection

Applicability: Centrair Model ASW 20F

Requirement: To prevent possible failure of the rudder pedals and loss of rudder control inspect pedals per Centrair SB SN ASW 20F-23.

(DGAC AD 2003-097 refers)

Compliance: By 30 November 2003

Effective Date: 30 October 2003

DCA/SCH/150 Exhaust Insulation – Inspection

Applicability: Model ASH 26E aircraft, all S/N

Requirement: To prevent an engine fire accomplish the following:

1. Inspect the oil sump air tube for damage, and the exhaust fairing heat insulation material and engine bay for oil contamination per the instructions in Schleicher Technical Note No. 6.

Replace defective parts and clean the engine bay as required, before further flight.

2. Install a placard in clear view near the engine oil tank with the following text:

Use a funnel to fill the oil tank. Do not overfill the oil tank.
Oil contamination of the engine compartment can result in an in-flight fire.

(LBA AD 98-347 refers)

Compliance: 1. & 2. By 25 November 2007

Effective Date: 25 October 2007

DCA/SCH/151 Muffler – Inspection

Applicability: Model ASH 26E aircraft, all S/N

Requirement: To prevent mufflers cracking, accomplish the following:

1. Inspect the muffler and establish if an upgraded muffler marked with a letter 'X' is fitted to the engine per Alexander Schleicher ASH 26 E Technical Note (TN) No. 8.

If the muffler is not marked with a letter 'X' accomplish requirement 2 of this AD.

If the muffler is marked with a letter 'X' accomplish requirement 3 of this AD.

2. For aircraft not fitted with an upgraded muffler marked with a letter 'X', inspect the CFRP fairing for overheating and the front side of the muffler behind the cover plate per TN No. 8.

If any damage or discoloration is found during any of these inspections, the muffler must be replaced before the next flight.

3. For aircraft fitted with an upgraded muffler marked with a letter 'X' accomplish the inspection requirement per TN No. 8.

(LBA AD 1998-311 refers)

Compliance: 1. Before further flight, unless already accomplished.

2. At 40 hours TTIS, or the next 2 hours TIS whichever is the later, and thereafter at intervals not to exceed 2 hours TIS until 60 hours TIS when the muffler shall be replaced per TN No. 8.

3. At 100 hours TIS or within the next 12 months whichever occurs sooner, unless already accomplished.

Effective Date: 25 October 2007

DCA/SCH/152 Flap Control Lever – Inspection

Applicability: Model ASW 22, ASW 22 B, ASW 22 BL, ASH 25 and ASH 25 E aircraft, all S/N

Requirement: To prevent an asymmetrical flap condition which could result in limited aircraft control and higher stall speeds, accomplish the following:

1. Inspect the flap control lever behind the rear cross tube per the instructions in Alexander Schleicher ASW 22 / B / BL Technical Note (TN) No. 16 or ASH 25 TN No.20 or ASH 25E TN No.28, as applicable.
If any damage is found, replace the flap control lever with lever P/N 250.45.0070 per the instructions in the applicable Alexander Schleicher TN.

2. Replace the flap control lever located behind the rear cross tube with lever P/N 250.45.0070 per the instructions in the applicable Alexander Schleicher TN.
(EASA AD 2008-0059 refers)

Compliance: 1. By 24 May 2008 unless already accomplished.
2. At the next annual inspection or by 24 April 2009 whichever occurs sooner, unless already accomplished per requirement 1 of this AD.

Effective Date: 24 April 2008

DCA/SCH/153 Airworthiness Directive Compliance

Applicability: Model ASK 21 aircraft, all S/N.

Note: DCA/SCH/153 issued with the New Zealand type acceptance of the Schleicher ASK 21 glider under EASA Type Certificate A.221. The LBA ADs listed in this AD have no recuring requirements. Compliance with these LBA ADs are required before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.

Requirement: Compliance with the following Luftfahrt-Bundesamt (LBA) Airworthiness Directives (as applicable) are required:

LBA AD:	Subject:	Schleicher Technical Note (TN):
1981-092	Rudder Pedals	(TN No. 5b refers)
1984-002	Tow Release Mechanism Cable	(TN No. 10 refers)
1984-032/2	Trim Ballast Weights	(TN No. 13a refers)
1984-180	Wheel Well	(TN No. 17 refers)
1986-236	Rudder Pedal Bracket Assembly	(TN No. 19 refers)
1988-002	Rudder Pedals, Airbrake Bellcrank and Rear Canopy Hinge	(TN No. 20 refers)
1990-350	Elevator Actuator Rod Parallel Rocker	(TN No. 8 and 22 refers)
1991-112	AFM Amendment – Spin Entry/Recovery	(TN No. 23 refers)
1993-186	Elevator Pushrod	(TN No. 26 refers)
1993-001/3	Ball and Socket Connectors with Lock Plates	(No reference service info.)
1994-001/2	Ball and Socket Connectors with Lock Cams	(No reference service info.)
1994-026	Maintenance Manual/Programme	(TN No. 24 refers)

Note: Each part of this AD (each individual LBA AD) shall be certified in the aircraft log book separately.

Compliance: Before issue of a New Zealand Certificate of Airworthiness, or at the next ARA inspection after the effective date of this AD whichever is the sooner, unless previously accomplished.

Effective Date: 26 November 2009

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and you can obtain them directly from the National Airworthiness Authority (NAA) web sites. Links to the NAA web sites are available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2012-0246 Cancelled – EASA AD 2013-0091 refers

Effective Date: 26 April 2013

2013-0091 Automatic Elevator Control Connection – Inspection

Effective Date: 26 April 2013

2007-0042 RPM Sensor, Fuel Pump & Instruments – Improvements

Effective Date: 7 March 2007

2014-0264 Engine Mounts – Inspection

Effective Date: 23 December 2014

2013-0123 Spin Ballast Installation – AFM Amendment

Effective Date: 26 November 2015

2016-0192 Rudder Control System – AFM Amendment

Effective Date: 12 October 2016

2017-0136 Exhaust Silencer – Replacement

Applicability: Schleicher ASK 21 Mi, ASW 22 BLE 50R, ASH 25 M (including those with sales designation ASH 25 Mi) and ASH 26 E powered gliders, all S/N.

Effective Date: 31 August 2017