

# Airworthiness Directive Schedule

## Gliders

### Schleicher

28 July 2022

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

Aircraft Model:	EASA/LBA TC Number:	Type Certificate Holder:
AS 33 Es	A.656	Alexander Schleicher GmbH & Co.
ASH 25	A.213 (LBA L-364)	Alexander Schleicher GmbH & Co.
ASH 25 E (Powered)	A.213 (LBA L-858)	Alexander Schleicher GmbH & Co.
ASH 25 M (Powered)	A.213 (LBA L-858)	Alexander Schleicher GmbH & Co.
ASH 26 E (Powered)	L-883	Alexander Schleicher GmbH & Co.
ASH 31 Mi (Powered)	A.538	Alexander Schleicher GmbH & Co.
ASK 13	L-267	Alexander Schleicher GmbH & Co.
ASK 21	A.221	Alexander Schleicher GmbH & Co.
ASK 21 B	A.221	Alexander Schleicher GmbH & Co.
ASW 15	L-272	Alexander Schleicher GmbH & Co.
ASW 17	L-282	Alexander Schleicher GmbH & Co.
ASW 19	L-308	Alexander Schleicher GmbH & Co.
ASW 19 B	L-308	Alexander Schleicher GmbH & Co.
ASW 20	L-314	Alexander Schleicher GmbH & Co.
ASW 20 BL	L-314	Alexander Schleicher GmbH & Co.
ASW 20 C	L-314	Alexander Schleicher GmbH & Co.
ASW 20 CL	L-314	Alexander Schleicher GmbH & Co.
ASW 20 L	L-314	Alexander Schleicher GmbH & Co.
ASW 24	L-366	Alexander Schleicher GmbH & Co.
ASW 27	A.220	Alexander Schleicher GmbH & Co.
ASW 27-18E (Powered)	A.220	Alexander Schleicher GmbH & Co.
ASW 28	A.017 (LBA L-423)	Alexander Schleicher GmbH & Co.
ASW 28-18E (Powered)	A.034	Alexander Schleicher GmbH & Co.
Ka6 BR	L-205	Alexander Schleicher GmbH & Co.
Ka6 CR	L-205	Alexander Schleicher GmbH & Co.
Ka6 CR-PE	L-205	Alexander Schleicher GmbH & Co.
Ka6 E	L-205	Alexander Schleicher GmbH & Co.
K7 Rhonadler	L-211	Alexander Schleicher GmbH & Co.
K8 B	L-216	Alexander Schleicher GmbH & Co.
Rhonlerche II	L-164	Alexander Schleicher GmbH & Co.

2. The European Union 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 website 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 \*

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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design->

airworthiness-directives/ 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.	16
2012-0246	Cancelled – EASA AD 2013-0091 refers ..... 16
2013-0091	Automatic Elevator Control Connection – Inspection ..... 16
2007-0042	RPM Sensor, Fuel Pump & Instruments – Improvements ..... 16
2014-0264	Engine Mounts – Inspection ..... 16
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**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:** LBA Airworthiness Information Nr 7/62.  
**Compliance:** Daily.  
**Effective Date:** 31 January 1967

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

**Applicability:** All model KA2, KA2B, K7.  
**Requirement:** LBA 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.  
**Effective:** 1 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 Canceled: 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.  
(LBA 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.  
(LBA 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.  
(LBA AD 77-268 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 LBA AD 81-74.
- Compliance:** Prior to next flight
- Effective Date:** 30 April 1981

**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.  
(LBA AD 81-54 refers)
- Compliance:**
1. Placard - before further flight. May be removed after satisfactory completion of the 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



**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

**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

**DCA/SCH/138 Cancelled - EASA AD 2021-0230 refers**

- Effective Date:** 28 October 2021

**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

**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 AFM and Maintenance manual pages after the installation of the new muffler.  
(LBA AD 1999-376 refers)

**Compliance:**

1. By 24 March 2000 and thereafter 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.  
(LBA 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 recurring 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:

<b>LBA AD:</b>	<b>Subject:</b>	<b>Schleicher Technical Note (TN):</b>
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

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

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:** 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

\* **2021-0187**      **Cancelled – EASA AD 2022-0146 refers**

**Effective Date:** 28 July 2022

**2021-0230**      **Elevators – Inspection**

**Applicability:** ASK 13, ASK 16, ASK 16B, ASK 18, ASK 18 B, K 8, K 8 B, K 8 C and K 7 gliders and powered gliders, all S/N, and

Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, Ka 6/0 gliders, all S/N.

**Effective Date:** 28 October 2021

\* **2022-0146**      **Wing Root Ribs – Inspection**

**Applicability:** ASW 15 and ASW 15B gliders, all S/N.

**Effective Date:** 28 July 2022