



**Ka 8 and Ka 8 B/C**  
**"Rhönsegler"**

**Operating Instructions**

**Record of Revisions**

| Item | Section & Page Affected     | Page  | Date     | Ref. /<br>Signature |
|------|-----------------------------|-------|----------|---------------------|
| 1    | TN-No. 19                   | 10a   | 01.11.75 |                     |
| 2    | AD-Note 72-7/3<br>TN-No. 23 | Annex | 13.12.89 |                     |
| 3    | Leermassen-<br>Erweiterung  | 20    | 13.06.96 | JUW                 |
| 4    | AD-Note 96-005<br>TN-No. 24 | Annex | 17.06.97 | M.Münch             |
| 5    | TN-No. 26                   | 5     | 02.03.06 |                     |
| 6    | TN-No. 27/2005              | 4a    | 02.03.06 |                     |
| 7    | TN-No. 28                   | Annex | 25.05.10 |                     |
|      |                             |       |          |                     |
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Operating Instructions  
for the Sailplane  
Schleicher K8 and K8 B

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- 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.  
Max. useful load: 265 lbs.  
Gross weight: 685 lbs.  
Max. weight of  
non-supporting structure: 440 lbs.

Approved for:

Shockcord start: yes  
Auto-winch tow: up to 60 mph  
Aero-tow: up to 80 mph  
Glide, gusty conditions: up to 80 mph  
calm conditions: up to 120 mph  
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,  
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.

**Flugbetrieb mit offener Haube**

- Bei der Inbetriebnahme des Segelflugzeuges mit offener Haube, sind die Abschottplatten am Holm- bzw. Sitzspant anzubringen.
- Die geschlossene Haube ist gegen die offene Haube auszutauschen.
- Der Haubennotabwurf der offenen Haube erfolgt wie bei der geschlossenen Haube (weiße und rote Knöpfe).
- **Schutzbrille tragen!**
- **Beachte: höhere Sinkwerte!**

## 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.)

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.

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

Preset breaking point No. II

Max. tow speed : 60 mph.

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.

Trim by weight

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

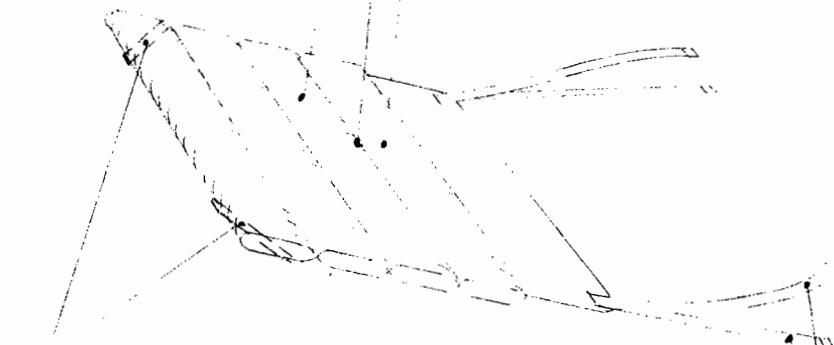
E I) Supplement to the trim plan:

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.

Adjust size to seat  
Heavy canvas.  
About 4 times separated.  
Fill with lead shot or lead sheet stripes.



Webbing to hook in at the seat corners.

Heavy webbing to fix it on steel tubes or belt triangle.

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.

### Aero-Tow

Preset breaking point No. I  
(min. 661 lbs. - max. 992 lbs.)

Max. speed: 80 mph.

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 indicated 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 ( $V_{S0}$ ) - 32 mph.  
(at a gross weight of 595 lbs.)

Minimum sinking speed - at 38 mph.  
(horizontal flight)

Best gliding angle - at 47 mph.

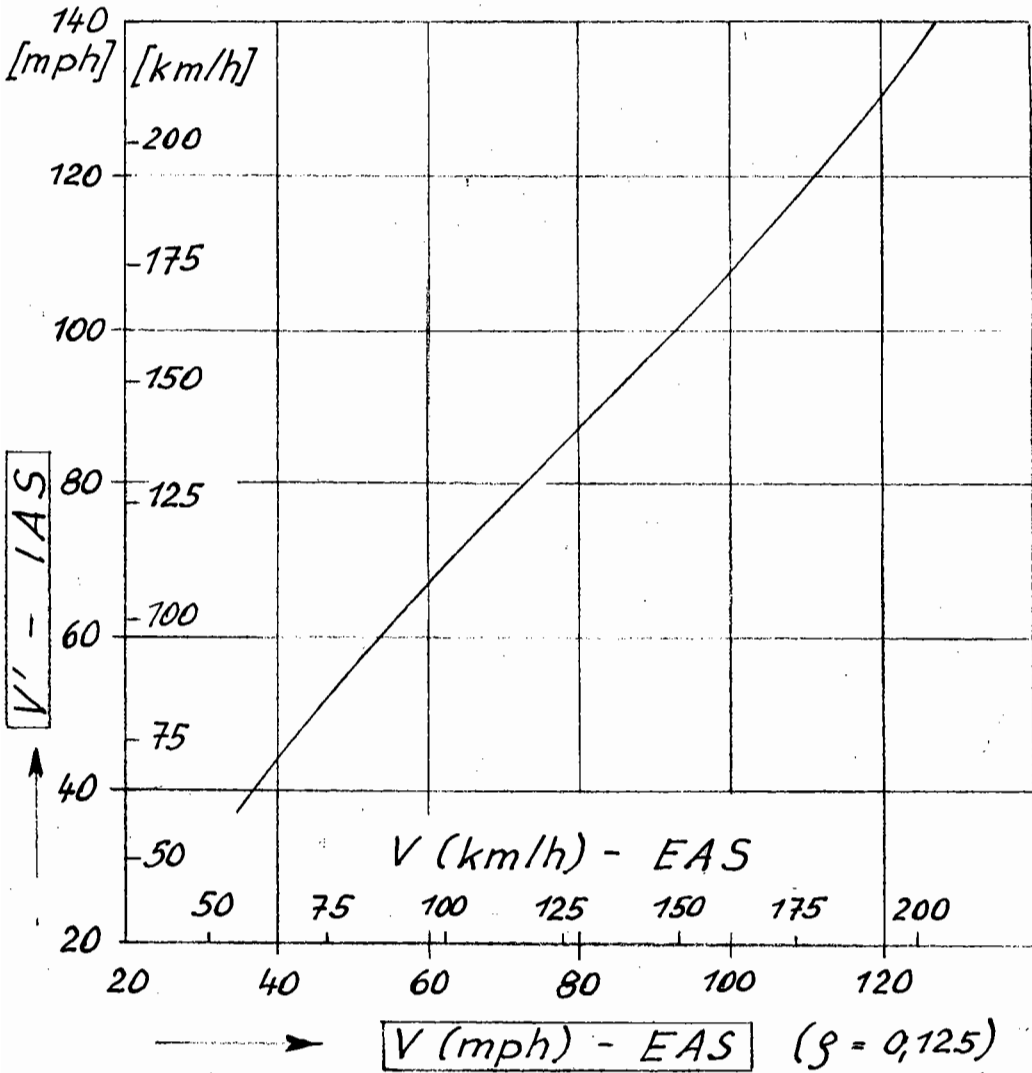


Fig. 1

### Landing

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 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.

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.

b) Aftmost location: 15.4 in.

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.

Cleaning of Plexiglass-canopy only with Plexipol and Plexiklar. 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:

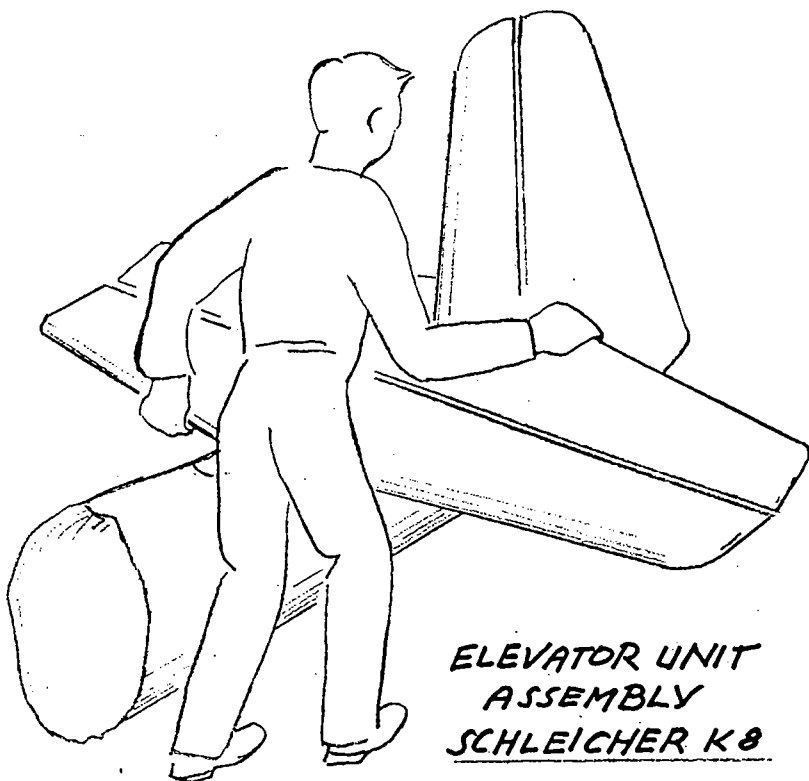
a) max. forward position:

7 inches behind leading-edge of wing  
at rib No. 1

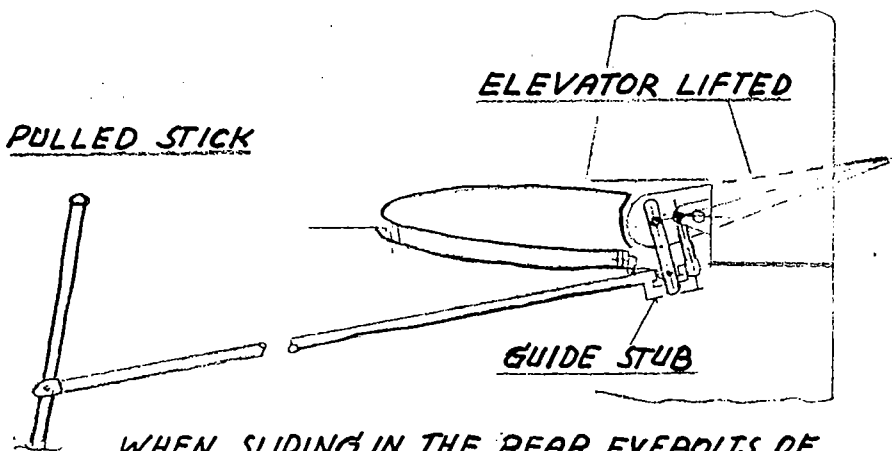
b.) max. aft position:

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 tail heavy. Therefore it is advisable to have a new weightregulation of the parts and c.g. balance at each yearly overhaul.

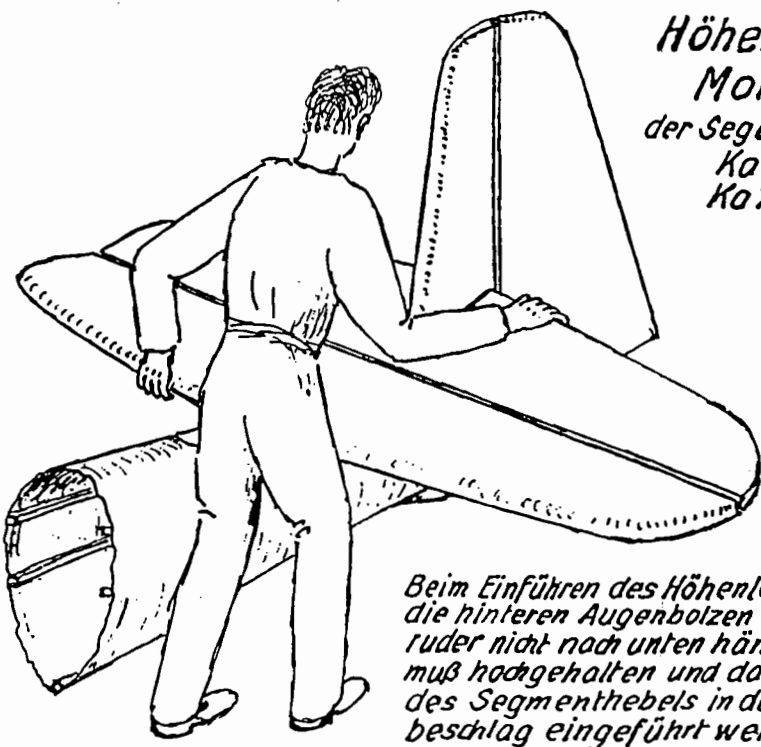


**ELEVATOR UNIT  
ASSEMBLY  
SCHLEICHER K8**

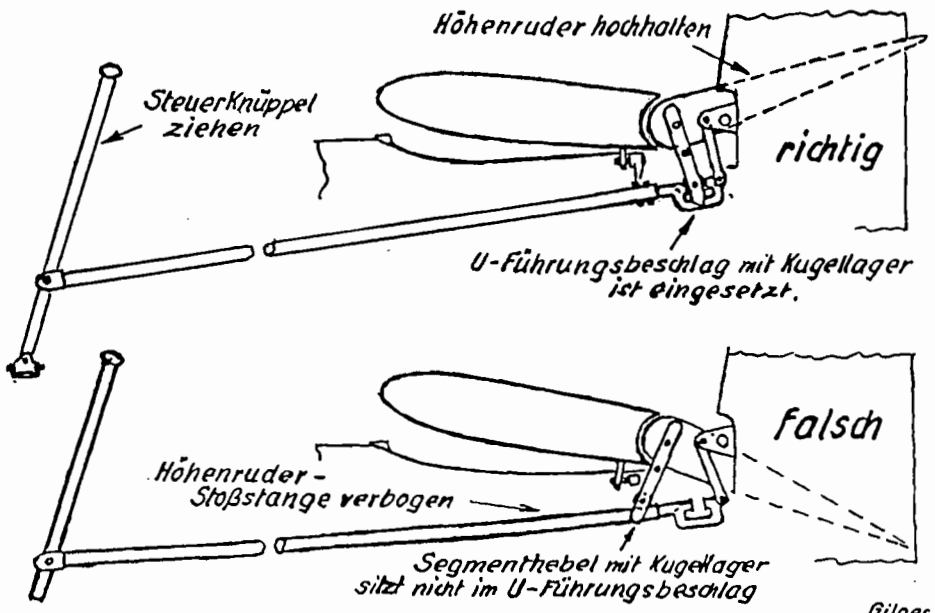


**WHEN SLIDING IN THE REAR EYEBOLTS OF THE STABILIZER IT IS ADVISABLE TO LIFT THE ELEVATOR SOMEWHAT. THE BALL BEARING OF THE ELEVATOR CONTROL LEVER MUST FIT INTO THE GUIDE STUB OF THE PUSH-PULL TUBE TO AVOID THE RISK OF BENDING THE TUBE.**

# Höhenruder- Montage der Segelflugzeuge Ka 2b, Ka 6, Ka 7 und Ka 8.



Beim Einführen des Höhenleitwerkes in die hinteren Augenbolzen darf das Höhenruder nicht nach unten hängen, sondern muß hochgehalten und das Kugellager des Segmenthebels in den U-Führungsbeslag eingeführt werden!





**SHEET:**  
1 of 3

**Technical Note**  
for

**Alexander Schleicher**  
GmbH & Co.  
Segelflugzeugbau  
D-6416 Poppenhausen

Glider model:

Ka 2 u. Ka 2B . . . . . TN-No. 11  
Ka 6, 6/0, 6B, 6BR, 6CR, 6B-S . . . . . 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

Serial number applicability:

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 6/0, 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 6BS, 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. 267, all serial no.s  
ASK 18, Data-Sheet No. 307, all serial no.s  
ASK 18B, Data-Sheet No. 307, all serial no.s

Subject:

Elevator.

Compliance:

Prior to the next take-off.

Reason:

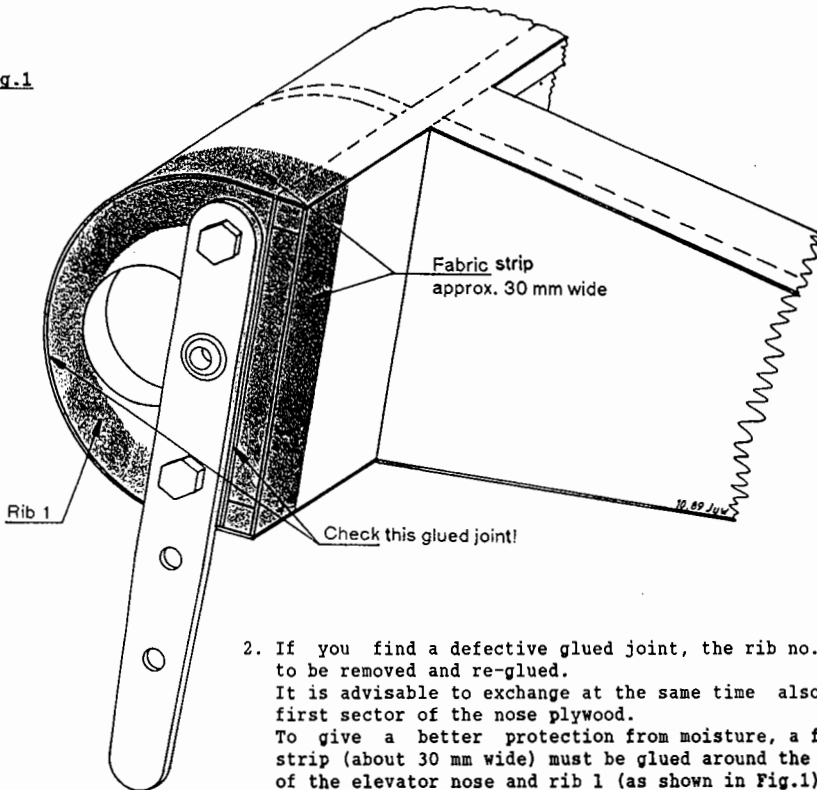
A glider of the model K7 failed to gain normal flight attitude immediately after tow rope release on winch launch. With the stick full back only the left elevator could be actuated in the correct direction; the right elevator deflected downwards. The reason for this was a loose glue bond at the elevator rib 1 at which the elevator fitting is attached. Similar incidents lead already before to the issue of the LTA 72-7 dated Feb.9,1972.

Action:

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.1). 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.

Weitergabe sowie Verwertung dieser Unterlagen ist ohne schriftliche Genehmigung des Herstellers untersagt.  
Zusammenfassung der wesentlichen Punkte des technischen Handbuchs, die für die Montage, den Betrieb und die Instandhaltung des Flugzeuges erforderlich sind.  
Zusammenfassung der wesentlichen Punkte des technischen Handbuchs, die für die Montage, den Betrieb und die Instandhaltung des Flugzeuges erforderlich sind.

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 1/2 or NL 9128, 6.1013. Drawing as above.

Mass and C.G.:

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

Wichtigste sowie Vermeidung dieser Unter-  
lagen sind die Wartungsarbeiten, die  
gestaltet, sowie nicht ausdrücklich zugestanden

Zuwendungen - erhalten. In Schadens-  
fällen oder bei Fragen, die Reparatur-  
oder Gebrauchsmuster-Entregung vorbehalten

SHEET:  
3 of 3

Technical Note  
for  
Glider Models as per Sheet 1

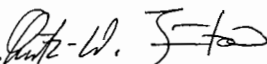
Alexander Schleicher  
GmbH & Co.  
Segelflugzeugbau  
D-6416 Poppenhausen

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 4, 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 judgement; in any case of doubt the German original is controlling.

Wiedergabe sowie Vervielfältigung dieser Unterlagen ist ohne schriftliche Genehmigung der Alexander Schleicher GmbH & Co. Poppenhausen. Zuwendungen, verbleiben zu Schaden. Satz ist nach dem Inhalt der Unterlagen. Gestattet, soweit nicht ausdrücklich angegeben.

AIRWORTHINESS DIRECTIVE

72-7/3 Schleicher

Date of issue:

13. Dez. 1989

Affected Sailplane:

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 6B,   | all serial nos. |
| 205,     | Ka 6BR,  | all serial nos. |
| 205,     | Ka 6CR,  | all serial nos. |
| 205a,    | Ka 6BS,  | serial no. E1   |
| 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   |
| 668,     | 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 6, 6/0, 6B, 6BR, 6CR, 6B-S . . . . . | 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  |

which become herewith part of this AD and may be obtained from Messrs.  
Alexander Schleicher GmbH & Co. Segelflugzeugbau,  
D-6416 Poppenhausen, Wasserkuppe, Federal Republic of Germany

Accomplishment and log book entry:

Action 1 and 3 to be accomplished by a skilled person.

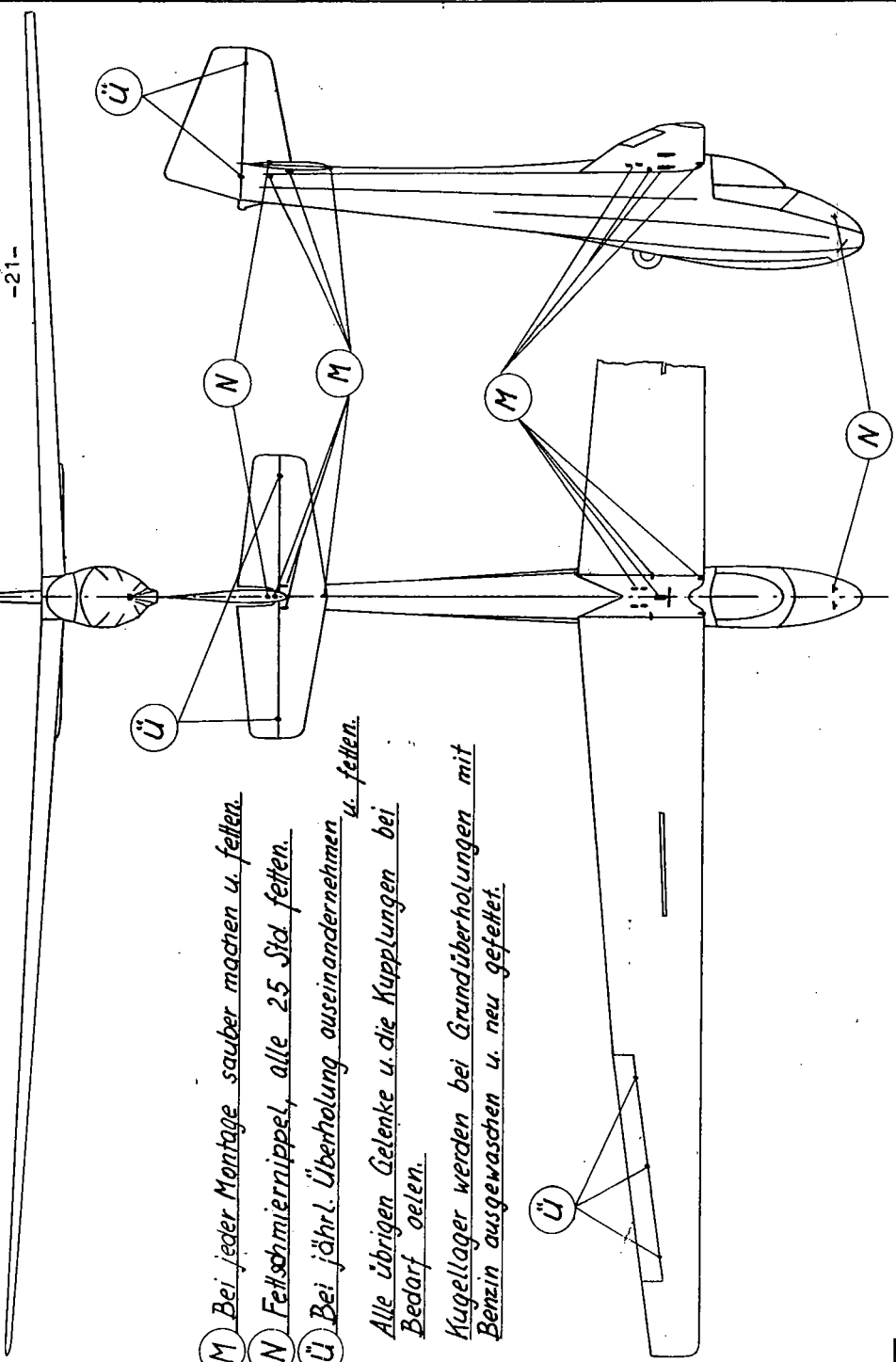
Action 2 to be accomplished by an approved service station.

The accomplishment of this AD must be certified by a licensed inspector in the powered gliders inspection documents and in the log-book.

Note:

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

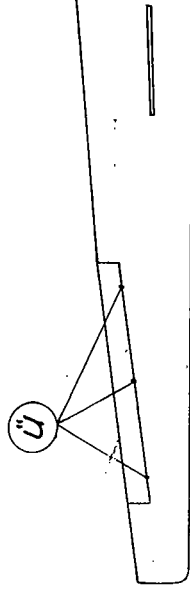
Schleicher K 8 B  
Schmierplan  
-21-



- M Bei jeder Montage sauber machen u. fetten.
- N Fettschmierrippel, alle 25 Std. fetten.
- Ü 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.



Schleicher K 8 C

Schmierplan

- 24 C -

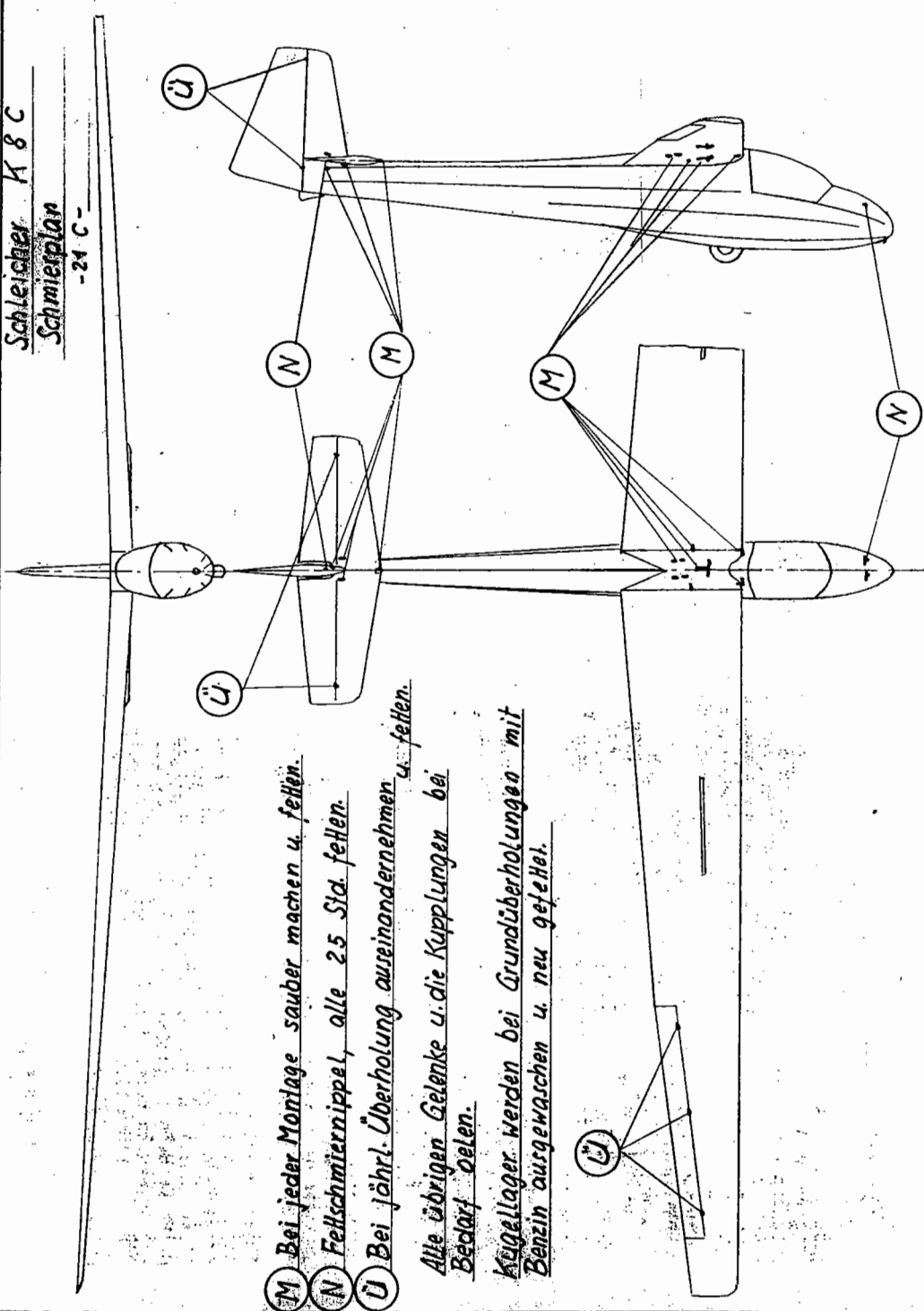
**M** Bei jeder Montage sauber machen u. fetten.

**N** Feltschmiernippel, alle 25 Std. fetten.

**Ü** Bei jährl. Überholung auseinandernehmen u. fetten.

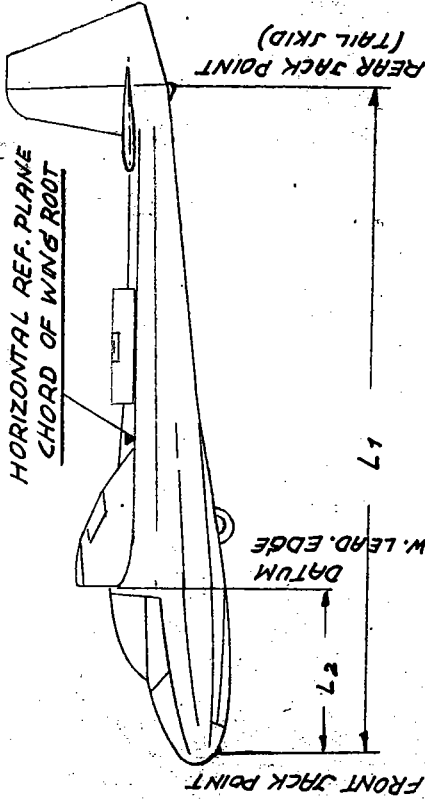
Alle übrigen Gelenke u. die Kupplungen bei Bedarf oelen.

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



WEIGHT AND BALANCE

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



DETERMINATION OF EMPTY WEIGHT C.G.:

W.E. = EMPTY WEIGHT

W.T.S. = TAIL SKID WEIGHT

$$\frac{W.T.S. \cdot L_1}{W.E.} - L_2 = \text{CENTER OF GRAVITY (AFT OF DATUM)}$$

TRIMMING

WITH PILOT WEIGHTS OF MORE THAN 132 LBS. TRIMMING IS NOT REQUIRED.

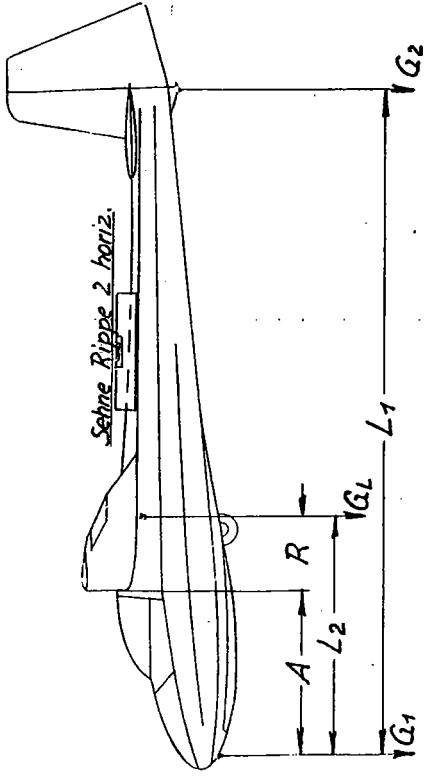
PILOTS OF LESS WEIGHT HAVE TO USE LEAD-CUSHIONS.

APPROVED EMPTY WEIGHT C.G. LOCATIONS:

|                    |      |      |      |      |               |
|--------------------|------|------|------|------|---------------|
| EMPTY WEIGHT:      | 397  | 419  | 441  | 463  | lbs.          |
| EMPTY WEIGHT C.G.: | 25.7 | 25.7 | 24.6 | 23.9 | inches ± 1.2" |

(AFT OF DATUM (W. LEADING EDGE))

(Siehe auch Arbeitsblatt 051)



$G_L$  = Leergewicht; empty weight

$G_1$  = Gewicht am Start haken; weight at bungee launch hook

$G_2$  = Sporngewicht; weight at tail skid

R = Schwerpunkt rücklage; center of gravity position.

$$R = L_2 - A = \frac{G_2 \cdot L_1}{G_L} - A$$

$$G_{L1} + G_2 = G_L$$

Geforderte Leergewicht - Schwerpunkt Lage:

Empty weight - C. of Gr. - position:

|  |     |     |     |     |    |     |
|--|-----|-----|-----|-----|----|-----|
| $G_L$ = Leergewicht; empty weight        | 180 | 190 | 200 | 210 | kg | 220 |
| R = Schwerpunkt Lage; C. of Gr. position | 664 | 650 | 637 | 625 | mm | 614 |

hinten Flügelvorderkante  
behind wing leading edge.

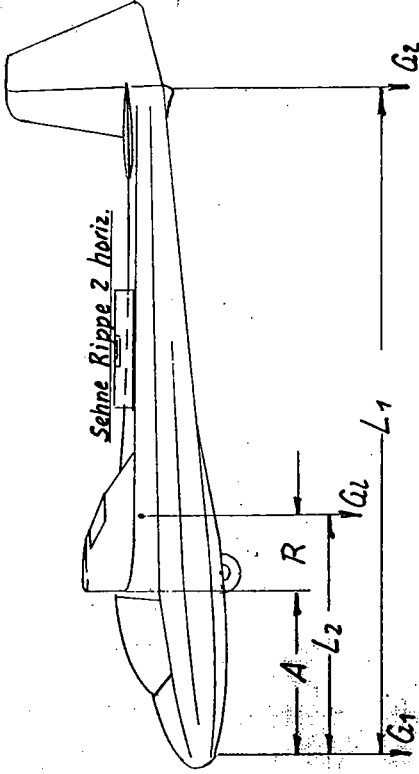
Trimplan  
Bis 65kg Führergewicht kein Trimmgewicht nötig.  
Until 65kg weight of pilot no Ballast necessary.  
Leichtere Piloten müssen Blei kissen benutzen.

Pilots of less weight have to use lead-cushions.



(Siehe auch Arbeitsblatt 051)

-20 C-



$$R \cdot L_2 - A = \frac{G_2 \cdot L_1}{G_1} - A$$

$$G_1 \cdot G_2 = G_1$$

Geforderte Leergewicht - Schwerpunkt Lage:

Empty weight - C of G in position:

|   |     |     |     |     |     |
|---|-----|-----|-----|-----|-----|
| <u>Leergewicht ; empty weight</u>                     | 190 | 200 | 240 | 220 | 230 |
| <u>Vordere SP-Lage; Mast forward C of G</u>           | 603 | 586 | 569 | 555 | 541 |
| <u>Hinterste SP-Lage; Mast rear C of G 65hp Pilot</u> | 711 | 696 | 683 | 671 | 660 |
| <u>Hinterste SP-Lage; Mast rear C of G 60hp Pilot</u> | 688 | 675 | 663 | 652 | 642 |

$G_1$  = Leergewicht; empty weight

$G_1$  = Gewicht am Starthaken;

weight at bungee launch hook

$G_2$  = Sporngewicht; weight at tail skid

R = Schwerpunkt rücklage;

center of gravity position.

Trimmplan

Bis 60hp Führergewicht

kein Trimmgewicht nötig

Down to 60hp weight of pilot

no Ballast necessary.

Leichtere Piloten müssen

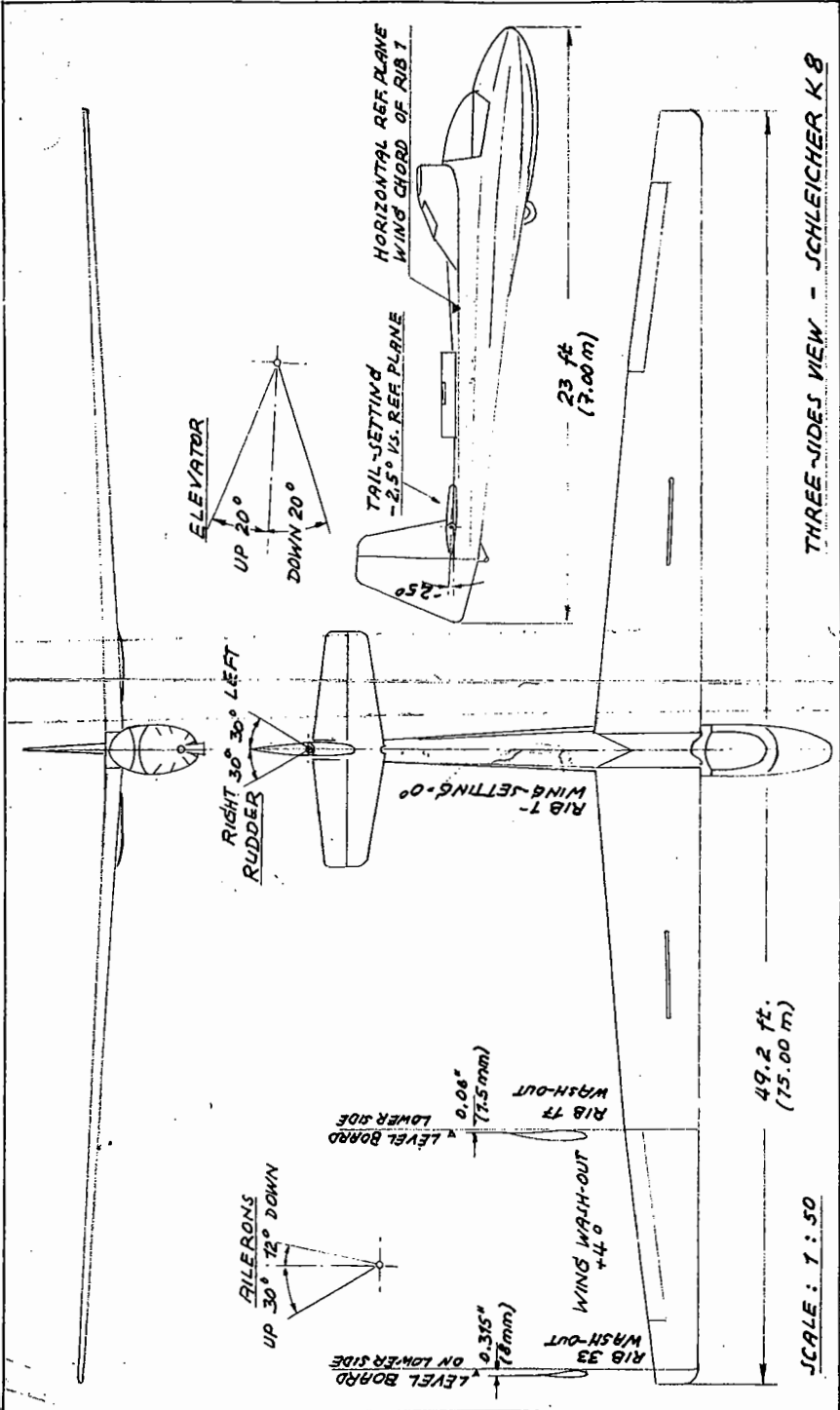
Bleikissen benutzen.

Pilots of less weight have

to use lead-cushions.

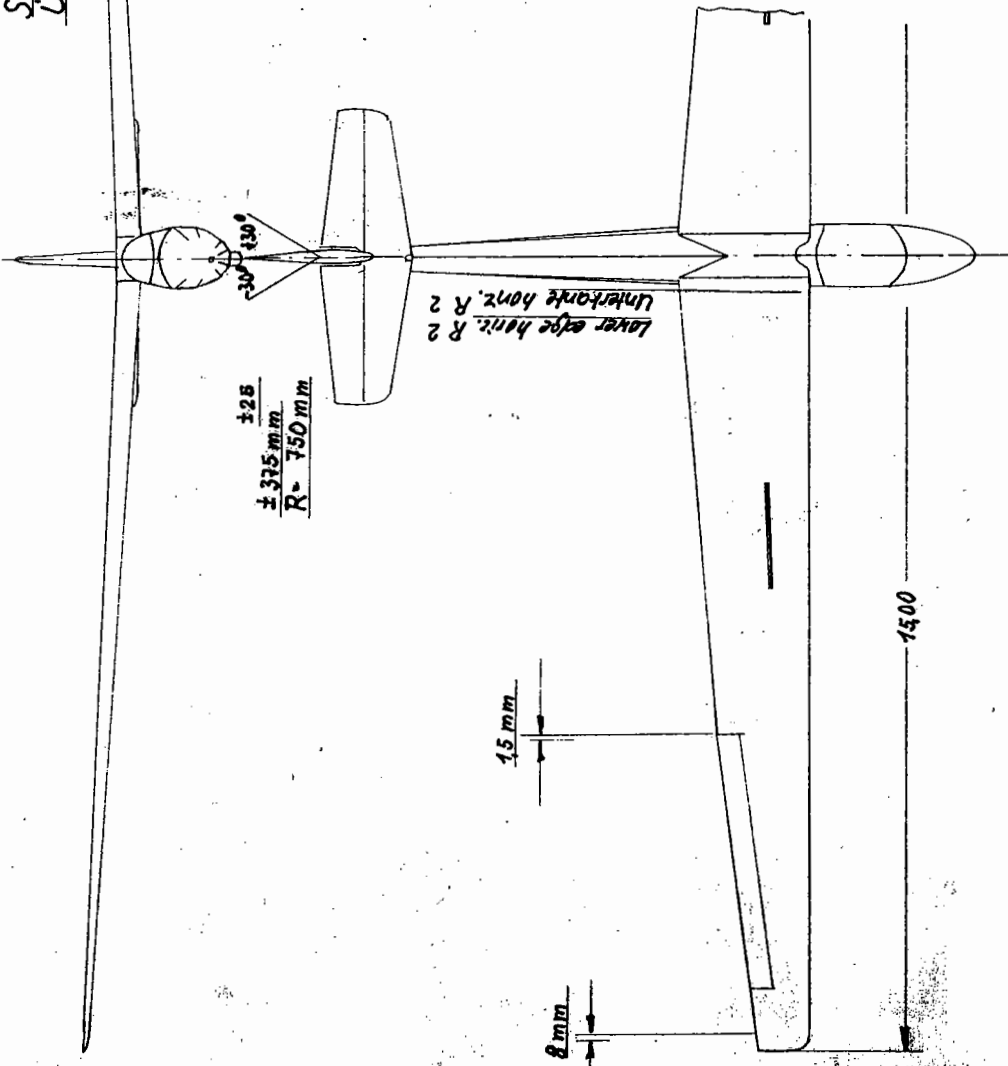
Siehe auch Seite 100:

Trimmplan



THREE-SIDES VIEW - SCHLEICHER K8

Schleicher K 8 C  
 M - 1:50  
 -19 C -



SHEET:  
1 of 4

K 8  
Technical Note  
No. 24

Alexander Schleicher  
GmbH & Co.  
Segelflugzeugbau  
XXXXXX  
6416 Poppenhausen

new zip code: D-36163

Subject:

- A1) Canopy retaining cord
- A2) Rudder pedals
- A3) Elevator control linkage
- A4) Inspection of the fuselage tube skeleton and the control linkages for corrosion.
- B1) Amendment of the K8 Flight and Operations Manual.
- B2) Specification of the max.diameter for the wing attachment pins

Serial number applicability:

K8, K8B, K8C, Data Sheet no.216, all serial no.s including any license- or home-built gliders and any variations thereof.

Compliance:

- ad A) Action to be accomplished with each annual C. of A. inspection, but for the first time before or on April 30, 1996.
- ad B1) Action to be accomplished with the next annual C. of A. inspection, but before or on April 30, 1996, at the latest.
- ad B2) As need be.

Reason:

For safety reasons and on requirement by the German CAA (Luftfahrt-Bundesamt) a complete inspection of the fuselage tube skeleton and of all control linkages is scheduled and required by this Technical Note.

ad A1) When a canopy retaining cord is used which either does not comply with the Type Certification status and/or is wrongly fitted, it may cause the canopy not to detach from the fuselage in case of canopy emergency jettison.

ad A2) In case of extreme overloading the rudder pedals the attach collars of the pedal boards may bend. As a result also the full deflection of the rudder can become restricted.

ad A3) The inspections of several aircraft reported that pre-damaged, bent and broken elevator push rods had been found.

A serious flight accident happened which was presumably due to a bent elevator push rod which remained undetected for a longer period and then caused the rod to break at the kink point.

Where the keel tube has been bent (eg: in a crash landing) it is possible that also the elevator push rod has been damaged without this being noticed. Also on transports in rough terrain it is possible that the elevator may deflect downwards and hence by its mass may bend a pre-damaged elevator push rod leading to a break of the rod.

ad A4) As a consequence of penetrated moisture corrosion damages may develop at the inside walls of the tubes of the fuselage skeleton and of the control linkages.

ad B2) Play between wing-to-fuselage attachment can be removed by reaming the attachment fittings and using oversize pins. If "attachment pins for wing, front" and/or "Plug-in pins for wing attachment, rear" have to be replaced, oversize pins may be used.

Zwischenhandlungen verpflichtet zu Schadensersatz. Alle Rechte für den Fall der Patentierung oder Gebrauchsmuster-Ertragung vorbehalten.

Weitergabe sowie Vervielfältigung dieser Unterlage, Verwertung und Mitteilung ihres Inhalts nicht gestattet, soweit nicht ausdrücklich zugestanden.

SHEET:  
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K 8  
Technical Note  
No. 24

Alexander Schleicher  
GmbH & Co.  
Segelfluggzeugbau  
XXXX 416 Poppenhausen

new zip code: D-36163

Action:

- ad A1) Check whether the canopy retaining cord uses a snap hook as weak link at the fuselage (eg: Simplex-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-U01). 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 drill 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 1014.  
Where in doubt check the wall thickness by knocking (check from the sound) or by a suitable ultrasonics test equipment for measuring the thickness of the layers, else 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 pitting or rust formation must be included.

Zusammenfassung der wesentlichen  
Zusammenfassungen, verweisen zu Schaden-  
berichten, Verwertung und Mängelung ihres Inhalts nicht  
geboten, sondern nur zur Kenntnisnahme der Eintragung vorbehalten.

Wiedergabe sowie Vervielfältigung dieser Unter-  
lagen, Verwertung und Mängelung ihres Inhalts nicht  
geboten, sondern nur zur Kenntnisnahme der Eintragung vorbehalten.

new zip code: D-36163

ad B1) 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 B2) For the maximum oversize diameters of the "attachment pins for wing, front" (AS P/N 080.11.0730) and/or "Plug-in pins for wing attachment, rear" (AS P/N 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:

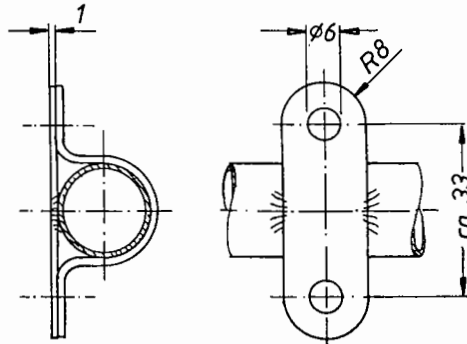
Any required materials and/or replacement parts may be ordered from Messrs. SCHLEICHER (Tel. +49(0)6658-890 or -8929, FAX +49(0)6658-8940) stating the glider type and the serial number of the aircraft in question.

For the interior wall preservation of the tubes you may use e.g. the preservative agent "Hohlraumkonservierung ML", P/N 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



Zusammenhang, verpflichtet zu Schaden-  
lage, Verwendung und Mitteilung ihres Inhalts nicht  
geteilt, soweit nicht ausdrücklich angegeben.

Wiedergabe sowie Vervielfältigung dieser Unter-  
lagen, Verwertung und Mitteilung ihres Inhalts nicht  
geteilt, soweit nicht ausdrücklich angegeben.

SHEET:  
4 of 4

K 8  
Technical Note  
No. 24

Alexander Schleicher  
GmbH & Co.  
Segelfluggzeugbau  
XX 0416 Poppenhausen

new zip code: D-36163

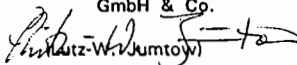
Notes:

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.

Zwischenhandlungen, verflüchtigen, zu Schaden, zu  
Zwischenhandlungen, verflüchtigen, zu Schaden, zu  
oder Gebrauchsmuster-Eintragung vorbehalten."

"Weitergabe sowie Vervielfältigung dieser Unter-  
lagen, Vermehrung und Verbreitung ist  
gesondert, soweit nicht ausdrücklich zugestanden."



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

K8, K8B und K8C 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 K8 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  
Huhnrain 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.

\* \* \*

**Muster** Ka 6 ..... TM-Nr. 25  
**Type:** K 7 ..... TM-Nr. 22  
K 8 ..... TM-Nr. 28  
ASK 13 ..... TM-Nr. 18  
ASK 16 ..... TM-Nr. 15  
ASK 18 ..... TM-Nr. 8

**Gegenstand:** Inspektion des mittleren Höhenruderlagers  
**Subject** *Inspection of the central support of the elevator*

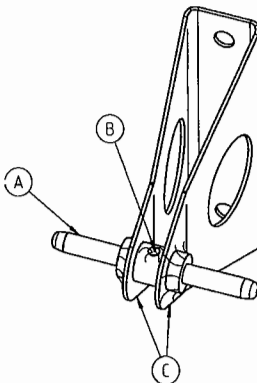
**Betroffen:** Ka 6 ..... Kennblatt *Type Certificate* LBA 205,  
**Applicability:** Baureihen *Variants* Ka 6, Ka 6/0, Ka 6B, Ka 6BR, Ka 6C, Ka 6CR, Ka 6B-S  
K 7 ..... Kennblatt *Type Certificate* LBA 211  
K 8 ..... Kennblatt *Type Certificate* LBA 216,  
Baureihen *Variants* K 8, K 8B, K 8C  
ASK 13 ..... Kennblatt *Type Certificate* LBA 267  
ASK 16 ..... Kennblatt *Type Certificate* LBA 758  
ASK 18 ..... Kennblatt *Type Certificate* LBA 307,  
Baureihen *Variants* ASK 18, ASK 18B  
Bei Ka 6: alle Werk-Nummern mit gedämpften Leitwerk (Pendelleitwerk nicht betroffen).  
Bei den übrigen Typen: alle Werk-Nummern.  
*All Ka 6 with fixed horizontal stabilizer (no all moving tails affected).*  
*Of the other types: All serial numbers*

**Klassifizierung:** Geringfügige Änderung  
**Classification:** *Minor Change*

**Dringlichkeit:** Vor der nächsten Jahresnachprüfung  
**Compliance:** *Before the next annual inspection*

**Grund:** Bei einem Segelflugzeug wurde festgestellt, daß die Achse (A) des Höhenruderlagers lo-  
**Reason:** *se war. (siehe Fig. 1)*

Fig. 1



Die Achse ist in einer Buchse geführt. Durch ein Loch (B) in dieser Buchse ist sie festgeschweißt. Diese Verbindung hat nicht mehr bestanden.

*On one glider it was found, that the axis (A) of the central support of the elevator was loose. (see fig. 1). This axis is supported in a bushing. Through a hole (B) in this bushing, the axis is fastened by a weld. This welded connection did not exist any more.*

**Maßnahmen:**

**Action:**

Das Höhenruder demontieren. Prüfen, ob die Lagerachse (A) fest sitzt. Dabei sind zusätzlich auch die Bleche des Lagerbocks rund um die Schweißnähte (C) auf Risse zu prüfen (mindestens mit einer Lupe 10facher Vergrößerung). Gegebenenfalls ist der Lagerbock zu ersetzen. Diese TM ist als Anhang in das Flug- und Betriebshandbuch einzufügen und im Berichtsstatus einzutragen.

*Unmount the elevator. Inspect the axis (A). It must have a firm seat.*

*At that occasion, the sheet metal of the support is to be checked for cracks around the welds (C) (at least with a 10x magnification loupe).*

*When indicated, the support must be replaced.*

*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 und Zeichnungen:**

**Material and**

**Drawings:**

Falls Ersatz bestellt werden muß, lauten die Bestellnummern:

|        |   |
|--------|---|
| Ka 6   | L-205.33-U170, Mittleres Höhenruder-Lager |
| K 7    | L-211.33-U08, Mittleres Höhenruder-Lager  |
| K 8    | L-216.32-U08, Mittleres Höhenruder-Lager  |
| ASK 13 | 130.33.0130, Mittleres Höhenruder-Lager   |
| ASK 16 | 160.33.0005, Mittleres Höhenruder-Lager   |
| ASK 18 | L-307-33.0003, Mittleres Höhenruder-Lager |

*In case replacement must be ordered, the part.-numbers are listed above*

**Masse und**

**Schwerpunktlage:** Kein Einfluß

**Weight (Mass)**

**and Balance:**

*not effected*

**Hinweise:**

**Notes:**

Es sei dabei noch an die LTA 72-7/3 erinnert, die in dreijährlichen Intervallen die Überprüfung der Verleimung am Höhenruder verlangt (außer ASK 16). Wir empfehlen diese Maßnahme bei jeder Durchführung der LTA 72/3 zu wiederholen.

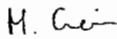
Alle Maßnahmen sind von freigabeberechtigtem Personal entsprechend EU-VO. 2042/2003 Teil M / Teil 66<sup>1</sup> zu prüfen und in den Prüfunterlagen sowie im Bordbuch eine Freigabe zu bescheinigen. Die Ergänzung des Handbuchs ist im Berichtsstatus und im Verzeichnis der Handbuchseiten einzutragen, dies kann der Halter durchführen.

*At this opportunity, we remind of AD LTA 72-7/3, which requires the inspection of the glue joints at the elevator in 3-year intervals (with the exception of the ASK 16). We recommend to repeat this action every time the actions of AD LTA 72-7/3 are carried out.*

*All actions are to be inspected by certifying staff according to Commission regulation (EC) 2042/2003 Part M / Part 66<sup>2</sup>, and have to be certified in the sailplane inspection documents and in the sailplane logbook. The amendment of the manual must be entered on the page „Record of Revisions“ and in the „List of effective pages“, this can be done by the operator.*

Poppenhausen, den 25.05.2010

**Alexander Schleicher**  
GmbH & Co.

i.A.   
(Michael Greiner)

Diese Änderung wurde mit Datum vom 17.05.10 durch die EASA mit der Änderungsnummer 10030052 anerkannt.  
*This Change has been approved by the EASA at the date of the 17.05.10 with the Minor Change Approval 10030052.*

<sup>1</sup> Solange keine Festlegungen für freigabeberechtigtes Personal für Segelflugzeuge und Motorsegler getroffen wurden, gelten noch die einschlägigen Vorschriften des Mitgliedstaates (§66.A.100).

<sup>2</sup> As long as no provisions for certifying staff for sailplanes and powered sailplanes were laid down, relevant legislation of the member states is applicable (§66.A.100).