Devon & Somerset Gliding Club

ASK 13 Flight Manual –
Clubhouse Copy & Website Copy

Note:

These copies of the flight manual generally apply to both G-DCCY (Serial No 13050) and G-CJMZ (R37) (Serial No 13099) - However for flight safety critical information please refer to the flight manuals kept in the particular glider and the relevant placards in the cockpit of each glider.

In particular attention is drawn to the different max placarded ballast weights of each glider.
ASK 13
Flight Manual
Flight - and Maintenance - Manual
for the Glider
AS - K 13
Edition

This Handbook has to be carried on bord of the aircraft.

It belongs to the glider
AS - K 13

Serial No. 13050

Manufacturer

Holder Devon Gliding Club

Somerset
# AS-K 13 Flight Manual
## Amendments

<table>
<thead>
<tr>
<th>No.</th>
<th>Designation</th>
<th>Page</th>
<th>Date</th>
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<tbody>
<tr>
<td>1</td>
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<td>22</td>
<td>5.12.69</td>
<td>Schleicher</td>
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<tr>
<td>2</td>
<td>TN No. 5 (opt.)</td>
<td>8</td>
<td>17.12.70</td>
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<tr>
<td>3</td>
<td>TN No. 12</td>
<td>annex</td>
<td>04.10.89</td>
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<td>4</td>
<td>TN No. 14</td>
<td>annex</td>
<td>27.09.91</td>
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<td>Empty weight</td>
<td>Balancing sheet</td>
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**Suppl.**
- BQA mod 2007/1 - BQA 208
- Extended weight 05 with balance sheet 18.10.07
1. Operating Limitations

Air speeds:

<table>
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<tr>
<th>Condition</th>
<th>Max. Speed</th>
<th>mph</th>
<th>knots</th>
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<tbody>
<tr>
<td>Max. speed rough air</td>
<td>125</td>
<td>87</td>
<td>75</td>
</tr>
<tr>
<td>Aero tow</td>
<td>87</td>
<td>87</td>
<td>75</td>
</tr>
<tr>
<td>Auto and winch tow</td>
<td>62</td>
<td>62</td>
<td>53</td>
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Weights:

<table>
<thead>
<tr>
<th>Weight</th>
<th>lbs</th>
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</thead>
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<tr>
<td>Empty weight</td>
<td>650</td>
</tr>
<tr>
<td>Max. weight</td>
<td>1060</td>
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<tr>
<td>Max. weight of non lifting parts</td>
<td>710</td>
</tr>
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</table>

Category:

2 BVS

Limit load factor:

- up: 4.0
- down: -2.0

Safety factor: 2.0

Center of gravity position in flight:

Leveling means Tangente to rib Nr. 3 horizontal.
Datum wing leading edge rib 3
Max. forward 2,75 behind datum point
Max. rearward 9,7 " " "

Weak link in the tow cable:

Winch tow max. 2350 lbs
min. 1850 lbs
Aero tow max. 1580 lbs
min. 1060 lbs

2. Operating Directions:

Winch tow:

Max. tow speed is 62 mph.

Attention. In winch tow pulling the stick back means increase of speed. When lifting off ease the stick somewhat to overcome a light tendency to pitch up. Best attitude in climb is with stick normal. Winch tow on the belly only.
Aero tow

Max. towing speed is 87 mph, (75 kts)
For aero tow the nose hook is preferable.
Pull release till the stop.

Before every take off check canopy and airbrakes for complete locking.

Adjustment of the front rudder pedals.

Pull back the pedals with the heels and lock the adjusting link to the desired position.
Adjusting is possible during flight too.
In flight:

The presented values are calculated. They are related to EAS. There has to be considered the position error, see Fig. 1. The indicated air speed reading may drop to zero when the glider is slipping or skidding due to movement of the total pressure peak from the nose to the side.

Fig. 1.

Nose tipot

IAS mph

EAS mph
Stalling speed with an all up weight

of 840 lbs is 35 mph 30 kts
1040 lbs is 38 mph 33 kts

Speed at min sink 40 mph 35 kts
optim. glide 50 mph 43 kts

Landing:

Approach speed 50 - 55 mph. (43-48 kts)
The glide angle can be adjusted in a wide range with the airbrakes. Touch down is best with partly extended airbrakes only. The wheel brake is actuated by the airbrake lever when fully pulled back.

Stalling and Spinning Behaviour:

With stick full back the aircraft can be controlled by the rudder. Applying a large amount of rudder will cause a spin. There has to be considered the influence of the center of gravity position to the spinning characteristics. With the C. of Gr. pos. forward the aircraft will tend to go into a spiral dive and build up speed very rapidly. In this case the airbrakes have to be opened first before pulling out.

With C. of Gr. well in the middle spinning is normal and the aircraft will recover by giving free the controls alone.

Approval of translation has been done by best knowledge and judgement — In any case the original text in German language is authoritative.
With C.of GR near the most rear ward position spin recovery has to be managed by the following standard methods:

a) apply opposite rudder (i.e. against the direction of rotation of the spin);

b) pause;

c) ease the control column forward until the rotation ceases

d) centralise rudder and allow aircraft to dive out.

At high speed there has to be watched the speed limits. When a speed of 87 mph is surpassed involuntary the airbrakes should be opened slowly.

Remember: At higher speeds the airbrake lever force is motuating in opening sense.

Rain drops, hoar frost and ice will disturb the wing surface, so quite adverse flying characteristics may result. There fore caution is advised in such cases. During approach, give enough speed margin.

Emergency Jettisoning of Canopy: To bail out the canopy has to be opened at the release knob at the left side and pushed forward out of the hinge.
The hinges have to be watched for easy moveability.

Cloud flying

The glider has sufficient strength for cloud flying. Nevertheless some principal rules should be considered:

* TN no. 5 from 17.12.70:

"To bail out the canopy has to be opened by pulling both release knobs on left and right side."
1) Overspeed in cloud flying should be prevented in any case. There should be the rule to open the airbrakes early at speeds of 65 to 75 mph.

2) Minimum equipment for cloud flying:
   Air speed indicator with pitot tube protected against icing.
   Sensitive altimeter
   Variometer
   Compass
   Turn and bank (power source insensitive against icing).
   Chronometer
   An artificial horizon and accelerometer is recommended.

3) The ATC rules are to be observed.

4) Minimum Equipment:
   Airspeed indicator ranging from 30 to 125 mph.
   Altimeter
   Safety belt and shoulder harness.
   Back cushion if no parachute is carried (min. thickness 4 inch).
   Balance - and data plate

5) Adjusting Data:
   The adjusting and washout - angles as well as the control surface deflections are shown in the outline drawing.
   At repairs care should be taken to observe the tolerances.
   By the particular kinematics of the control mechanism the aileron deflection will be influenced by the elevator. With normal stick position the ailerons have to be normal.
With pushed and pulled stick the ailerons are some what zoomed.

The controls have stops:

Rudder control: Fixed stop at the lower hinge.

Aileron control: Fixed stop at two hard wood pieces down the front seat.

Elevator control: Backward - fixed stop at the front edge of the seat, forward - fixed stop at the ground board.

Airbrakes:

Backward: Adjustable stop at the horizontal pushrod, stops against the main bulkhead frame.
Forward: Fixed stop, cross shaft lever stops at a tube piece.

6) Weights and Center of Gravity Positions:

After repairs, after installing of additional equipment, after new painting etc. there should be watched that the empty weight center of gravity is within the limits. If necessary balance weights are to be installed.

<table>
<thead>
<tr>
<th>Empty weight</th>
<th>616</th>
<th>638</th>
<th>660</th>
<th>682</th>
<th>705</th>
<th>lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>center of</td>
<td>max.</td>
<td>21.45</td>
<td>21.06</td>
<td>20.68</td>
<td>20.3</td>
<td>20.0</td>
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<tr>
<td>gravity</td>
<td>position</td>
<td>min.</td>
<td>19.3</td>
<td>18.7</td>
<td>18.2</td>
<td>17.7</td>
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</tbody>
</table>

behind datum point.

Leveling means: Tangente to rib 3 horizontal.

Datum: wing leading edge rib 3.
If the empty weight center of gravity is within the given limits it is verified that the in-flight center of gravity is correct provided the glider is properly loaded after the balance plate.

The center of gravity has an important effect to the gliders handling characteristics. Therefore one should pay attention to not exceed the given limits.

Too much backward position may become dangerous: Stalling and especially the spinning characteristics (flat spin) can be badly influenced. The elevator becomes more sensitive.

Too much forward position may deteriorate the performance and does not allow flying at maximum lift. (flare out when landing!).

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

a) max. forward position:
   2.76 inches behind datum point.

b) max. aft position:
   9.7 inches behind datum point.

6) Balancing instructions:

   Cockpit load (Pilot + parachute).
   single occup. front seat 143 - 220 lbs.
   two occup. front seat 143 - 220 lbs.

Less load has to be completed with ballast on the seat (lead - or sand cushion).

Notice: If no parashute is carried a back cushion has to be used which has a compressed thickness of 4 inches.
Trim by weight

Fixing both standard trim weight (17 lbs) at the forward foot board will compensate for 22 lbs pilot weight.

7) Approved Versions:
1) **Rigging:**

1) Clean and grease bolts and holes.
2) First put in left wing from the side and put in rear bolt. Do not tilt fuselage.
3) Put in right wing as mentioned under 2.
4) Put in the tapered pins (first the lower one) and screw on the nut. By slight shaking the wing this can be done easier.
5) Secure the tapered pin with a safety needle. Secure the rear pins by the safety hooks.
6) Connect the aileron and airbrake linkages and secure by the safety needles.
7) Put on elevator, the front screw has to be fastened by the wrench.
   There has to be watched that the bell crank is properly put into the pushrod counter - part. There is the danger of bending the push rod.
8) After the elevator has been put on the pushrod of the trim tab has to be connected to the tab bell crank by a pin, washer and safety pin. It is recommended to fix the push rod for transport.

2) **Preflight Check**

After rigging resp. daily before the first flight:
Check all rigging connections for proper securing. Look for foreign bodies. Check the controls, airbrakes and the release hook for free movement.

It is recommended to check frequently the whole glider thoroughly. There have been found quite a lot of unsecured bolts and damage at such occasions. Use a flash light to look into every spot.
3) **Derigging**

Point 1 - 8 (Rigging) in reverse sequence. Grease all joints, danger of rust!

4) **Road Transport**

The design of a trailer is a special task and cannot be talked here in all details. The firm of Schleicher will supply suitable drawings for trailers.

The wing is best supported at the spar root. The second support should have enough distance, best about 8 feet from wing tip. A sufficient wide area at the supports is important.

The same considerations concern to the fuselage. Fix points are the wheel, the fixing hole at the rear fuselage and the two welded in screw nuts on the side of the forward part of the fuselage.

Careful attention should be paid to prevent water coming into the interior of the wing and fuselage. The aileron and airbrake push rods in the fuselage should be fastened, best with a rubber strap.

5) **Maintenance**

Humidity is the worst enemy of a wooden glider. Be careful to prevent water remaining in corners. On suspicion that water came into wings and fuselage, bring same into a dry room and turn every day. The glider is endangered especially on open trailers. In any case it must be taken care for that by covering the front part no splash water will touch the wing root.
Also by condensing water considerable quantities of humidity can enter the interior of the glider.

**Strong sun irradiation** will affect the finish by time, therefore the glider should not be exposed to the sun more than necessary. The treatment of the finish with good waxes and polishing material will increase the durability and improve the surface, an important fact for performance. The advantages of the laminarprofil can only be achieved by a smooth surface.

Sealing of gaps with adhesive tape will also cause some gain of performance. However at the cockpit caution is necessary, when parachute bail out shall be possible.

**Cleaning of the plexiglas canopy** only with suitable cleaners. If not available use pure water. Soft cloth (gloves cloth). In no case rub with hard cloth dry on plexiglass.

**Lubrication of bearings:**

So far as possible, the ball bearings are covered and therefore need no special maintenance. Only the bearings at the wing root, where the rigging connections do not allow a suitable protection, must be cleaned with gasoline when dirty and greased again.

The control surface bearings are to be dismantled and greased at the annual overhauls.

**Wheel:** Tube pressure 35 psi.

The c.g. hock especially is exposed to dirt and needs often cleaning and ciling.
The tail skid shoe has to be soled from time to time by welding on a new steel plate. But it should be removed for this work to prevent burning the rubber block.

The pressure openings for the instruments at the fuselage are to be sealed with adhesive tape on transport or extended parking. During longer non-flying periods it is advisable to put the instruments completely out and store it in a dry room. When installing again watch correct connecting of the tubes.

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

6) Overhauls
   The tow hock has to be removed every 2000 launches or 2 years and sent back to the manufacturer for overhaul.
   The rudder cables are to be replaced if there are any signs of worth mentioning wear.

7) Repairs
   All major repairs should be made in the manufacturing firm. In cases of doubt please ask the Schleicher firm.

8) Appendix
   3 - View drawing
   Balancing sheet.
Center of gravity position:

- CL = Simultaneous weight of tail shkid.
- CG = Simultaneous weight of front support.
- CL - CG = Empty weight.

\[ R = L_2 - A = \frac{C_{L}}{L} \quad \frac{C_{L}}{L} - A \]

A5-K13 Holographic Balancing Sheet
Semiaerobatics:

Besides spins the following aerobatic manoeuvres may be executed:

Loops
Stall turns
Lazy eights

**Loop:** Speed of entry 90 to 100 mph. \((78-87 \text{ kts})\)

**Stall turn:** Speed of entry 100 to 110 mph. During climb at approx. 60 mph\((52 \text{ kts})\) there has to be applied full rudder and slightly opposite aileron.

**Lazy eight:** Speed at the crossing point 90 to 100 mph. \((87 \text{ to } 95 \text{ kts})\)
ELEVATOR UNIT ASSEMBLY
SCHLEICHER K8

| 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, XII 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. |

<table>
<thead>
<tr>
<th>Glider model:</th>
<th>Technical Note for</th>
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<tr>
<td>Ka 2 u. Ka 2B</td>
<td>TN-No. 11</td>
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<td>Ka 6, 6/0, 6B, 6BR, 6CR, 6B-S</td>
<td>TN-No. 21</td>
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<tr>
<td>K7</td>
<td>TN-No. 18</td>
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<td>K8, K 8B, K 8C</td>
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<td>TN-No. 1</td>
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<td>TN-No. 1</td>
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<tr>
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<td>TN-No. 12</td>
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<td>ASK 18, ASK 18B</td>
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<td>ASK 18B, Data-Sheet No. 207, all serial no.s</td>
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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 6 R, all serial nos.
205, Ka 6 CH, all serial nos.
205a, Ka 6 RS, serial no. E1
211, K7, all serial nos.
216, KB, all serial nos.
216, KBB, all serial nos.
216, KBC, all serial nos.
221, K9, serial nos. 1
221, K 11, serial no. VI
247, ASK 13, all serial nos.
307, ASK 18, all serial nos.
307, ASK 188, all serial nos.

Subject: Elevator

Reason: Loss 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, 6R, 6CH, 6D-5 ..................................... TN No. 21
K7 ................................................................. TN No. 10
K8, K 8D, K 8C .................................................. TN No. 23
K9 ................................................................. TN No. 1
K11 ................................................................. TN No. 1
ASK 13 ............................................................. TN No. 12
ASK 18, ASK 188 .................................................. TN No. 6

Which become here-with part of this AD and may be obtained from Messrs.
Alexander Schleicher GmbH & Co. Segelflugzeugbau,
D-6416 Poppenhausen, Wassertüpfel, Federal Republic of Germany

Accomplishment and log book entry:
Action 1 and 2 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:
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 162/163, 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.
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.

The German original of this Technical Note has been approved by the LBA under the date of Oct. 17, 1989 (signature: FRIED). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.
Subject: Inspecting the bearing brackets and the toggle force of the airbrake control circuit.

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

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

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

Action:
1. Carefully inspect the bearing brackets of the airbrake control circuit at the wing root ribs as well as the root ribs themselves for damage, cracks etc. In case of doubt the paint must be removed off the bracket. In most cases the breaks were found at the bottom of the front bearing bracket; refer to the drawing on Sheet 2 of this TN 1. Where damages at one bearing bracket are found, this part must be exchanged; where a root rib is damaged, it requires repair.

2. Check the toggle force as described under Point 3.1.) and where necessary adjust.

3. Adjustment Instructions For Airbrake Toggle

3.1 Undo the airbrake return spring at the front operating lever in the cockpit.

3.2 The airbrake toggle – each side separately – must be adjusted such that a force of approx. 3 to 4 daN is obtained at the front airbrake operating lever when measured from above (measurement distance from the pivot point of the operating lever towards the hand grip = 300 mm).

3.3 Adjustment of the toggle force is done by turning in or out the adjusting heads in the fuselage. If the correct adjustment values cannot be achieved here, the thickness of the airbrake stop blocks inside the wings must either be increased or cut back.
3.4 Take care that the toggle must not go over the dead point which would cause the airbrakes to extend again.

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

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

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

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

Material & drawings:

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

Poppenhausen, September 27, 1991
ALEXANDER SCHLEICHER
Umbau & Co.
Lutz-Werner Hartew.

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