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ASW 17
Technical Note
No. 4a and No. 4b

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Kind : Technological improvement

Subject : TN 4a : Construction of the fuselage with fiber-glass and carbon-fiber sandwich
TN 4b : Installation of a drag chute behind the landing gear-only together with TN 4a allowed

Effectivity : For all ASW 17 optional on order or for major repairs with reconstruction of the fuselage

Accomplishment : None

Reason : A fuselage with bending structure made of carbon-fiber was designed which allows to install a drag chute into the ASW 17.
By saving weight of the rear fuselage structure and by laminating the carbon-fibers around the drag chute hole of the fuselage weight and balance problems relative to the installation of a drag chute could be overcome.

Instructions : TN 4a : According to drawing no. 179.11.S1 the fuselage sandwich structure is laminated. Do not use drawings 170.11.S9 and 170.11.S10 For all other construction the drawings of the serial model are used.
TN 4b : According to drawings 179.19.0001 to 179.19.0004 the parts for the drag chute are made and installed according to drawing no. 179.19.1001
Drawing 179.19.S4 shows the installation into the fuselage.

Material : See drawings mentioned above
Additional :
1 TOST E 72 towing hook
1 KOSTELETZKY BS 1600 drag chute
1 Nylon rope 1100 lbs ultimate load according to drawing no. 179.19.0005

Weight : The weight of the fuselage will be 10 kg lower without drag chute installation and 5 kg lower with drag chute installed than with a comparably equipped fiber-glass fuselage.

Weight and Balance : For TN 4a and TN 4b as well a weight and balance is required.

Remarks : The construction of the carbon-fiber reinforced fuselage monocoque is only possible at the manufacturer.
TN 4b can be done by the manufacturer but also by an approved fiberglass repair shop in cooperation with the manufacturer.

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For TN 4b the pages 21a and 21b have to be added to the Flight Manual, pages 32a and 32b are to add to the Operations Manual.

The amendment to the manuals has to be certified on page 3 of the Flight Manual.

The exhaust openings for the water ballast have to be installed behind (downstream) the compartment of the drag chute.

Drawings :

For this Technical Note the following drawings have been made :

179.11.S1
179.19.S4
179.19.1001
179.19.0001
179.19.0002 - 4
179.19.0005

For TN 4 drawing no. 179.11.S1 replaces 170.11.S9 and 170.11.S10

Poppenhausen,

11th December, 1975

German original approved by LBA
dated 5th December, 1975

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