

Kind : Improvement

Subject Installation of a drag chute behind the landing gear

Effectivity Optional for all ASW 17 gliders, the fuselage of which are constructed of fiberglass and not of carbon fibre according to TN No. 4 a.

Accomplishment None

Reason Because of positive results with drag chute installations according to TN 4 b, also for glassfiber construction fuselages the drag chute installation is proposed.

Instructions According to drawings 179.19.0001 through 179.19.0004 the fittings are manufactured and installed according to drawing 179.19.1001

According to drawing 170.11.S8 with amendment of 8th March, 1976, an inside reinforcement made from carbon fibres Sigratex KDU/NF is laminated on the sanded inside skin of the fuselage sandwich. After this the installation of the components is made according to drawing 179.19.S4

Material See above - mentioned drawings.
In addition :
1 Towing hook E 72 from TOST
1 Drag chute KOSTELETSKY BS 1600
1 Nylon line for drag chute of min. 500 kg ultimate load according to drawing 179.19.0005

Weight The drag chute installation increases the weight of the non lift producing members by about 5 kg; that means the cockpit load will be reduced by 5 kg.

Balance The installation of the drag chute shifts the empty weight C. of G. about 1 cm and the inflight C. of G. about 0.8 cm rearward.
Prior to installation of the drag chute thoroughful checking is required, whether weight and balance will be O.K. after the modification and if the cockpit load will not be too restricted.
After the modification a weight and balance is necessary.

Remarks Installation of the drag chute can be performed by the manufacturer or by an approved repair station in co-operation with the manufacturer.

Sheet 2
Number of Sheets 2

A S W 17
Technical Note
No. 7

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Remarks

If a drag chute according to this TN No. 7 is installed, pages 21 a and 21 b must be added to the Flight Manual, and pages 32 a and 32 b have to be added to the Operations Manual.

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

The vents of the water ballast system must be installed downstream the drag chute compartment.

Drawings

For this TN following additional drawings are necessary :

179.19.S4
179.19.1001
179.19.0001
179.19.0002 - 4
179.19.0005

and drawing

170.11.S8 with amendment of 8th March, 1976

Poppenhausen, 8th March, 1976

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German Original approved by the LBA dated 23rd March, 1976
signed : S k o v