

Kind Improvement

Subject Increased max. all-up-weight to 610 kp

Effectivity Optional for all sailplanes type A S W 1 7

Accomplishment None

Reason By relatively simple modifications at the sailplane, 40 more kilograms of water ballast can be permitted.

Instructions

1. The upper spanwise tube of the main bulkhead is reinforced by an additional inside steel tube \varnothing 16 x 1, 1.7734.4 (according to drawing 170.11.0079) which fits between the wing root pins.
The pins must be machined on the inner end according to drawing 170.11.0078.
2. The water ballast bag is moved from the wing root into direction of the wing tip by installation of a 1 m long PVC tube between the valve and the water bag. To do so, it is necessary to remove the end rib of the water bag compartment (see drawing no. 170.51.S40C). Mostly, this cannot be achieved without opening the lower wing surface.
It is important to remove all surplus glue in that area, so that the water bag may not leak because of rubbing at sharp edges.
The water bag is fixed in the wing by a nylon line (about 100 lbs ultimate load) which is fixed under some stress to the root rib of the outside wing junction.
A hole of 30 mm diameter has to be drilled into the root rib and impregnated by paint (see drawing 170.51.S40C).
3. An airspeed indicator with min. range of 270 km/h must be installed. The marks are to modify to the following speeds :
Green range : 80 + 180 km/h (43 to 97 knots)
Yellow range : 180 + 250 km/h (97 to 135 knots)
Flap settings 2 and 3 at 180 km/h (97 knots)
Red radial mark at 250 km/h (135 knots)
4. The Data Placard must be corrected to the new speeds.
5. A new Flight Manual, edition May, 1976 has to be used for the sailplane and the new weight data must be noted down on page 28 of this Manual.

Material Material to be used according to drawings.

Weight and Balance After execution of the modification a weight and balance is required.
The change in weight of about 3 kg (6.6 lbs) is usually not critical as well as a neglectable forward shift of the C. of G.
Prior to performing the modification it must be checked if the reduction in weight of the non-lift producing members of 245 kg allows sufficient cockpit load.

Remarks This Technical Note No. 8 is valid in connection with Data Sheet L - 282, edition 3.
Modifications according to this T.N. may be performed by the manufacturer or an approved repair/overhaul organization.

Drawings Following new drawings were made :

170.11.0079		AG	
170.11.0078	replaces	170.11.0006	AG
170.05.0018	may replace	170.05.0011	AG
170.51.S40C			AG

Poppenhausen, 3rd June, 1976

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German Original approved by LBA on 9th June, 1976
signed : I r m e r