

Kind : Improvement, easier maintenance.

Subject : Modification of the water ballast dumping system.

Effectivity : ASW 19s, S/N 19 001 through 19 096 inclusive.

Accomplishment : None, optional.

Reason :
When dumping the water ballast some water may get into the landing gear housing even though the landing gear doors are closed.
Furthermore, the modifications according to this TN allow the installation of a modified landing gear which opens the landing gear doors farther.

Instructions :
According to drawings
190.76/77.0009,
190.76.0010,
190.76.0014,
190.76.0013,
and 190.76/77.0007
the new ballast valves are built and, subsequently, installed according to drawing 190.11.S11.

Material : See above-mentioned drawings.

Weight and balance : The difference in weight caused by the exchange of the PVC-valves for the brass ones (drawing 190.76/77.0009) is neglectable.
For the first installation of a water ballast system a weight and balance must be done.

Notes :
(1. On page 22 of the ASW 19 Operations Manual, 3rd para, the words " Filling is done through the exit pipe near the C.G. towing hook " must be corrected and must read " Filling is done through exit pipes behind the landing gear ". On page 3 of the manual this correction is noted.

(2. The modifications according to this TN are optional in series production as per S/N 19 097.

Drawings :

For this TN the following drawings were new made :

190.76/77.0007
190.76/77.0009
190.76/77.0010
190.76/77.0013
190.76/77.0014
190.11.S.11The drawings no. 190.76/77.0003,
190.76/77.0004,
and 190.76/77.0006
are not applicable.

Poppenhausen, January 18, 1977

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(Gerhard Waibel)The German original of this TN is approved by LBA under the date of
January 25, 1977, and is signed by SKOV.

In any case of doubt the German text is authoritative.