

Kind : Improvement. Reduction of production requirement because of use of same metal landing gear parts as in the ASW 20.

Subject : TN 4a : Installation of the ASW 20 landing gear into the ASW 19.

TN 4b : Modification of the ASW 19 landing gear such that the landing gear doors open wider.

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

Accomplishment : None, - optional.

Reason : The service life of the landing gear doors shall be improved by two measures such that they, first, open wider (TN 4b) and that they, second, get a higher ground clearance through the installation of the ASW 20 wheel fork (TN 4a).

Instructions : TN 4a : According to drawing 200.21.0007 S.2 the wheel fork of the ASW 20 is built and according to drawing 200.21.0002 a pair of gear struts is built.
At the H-strut two additional linking holes are bored as per the drawing 190.21.0001 which comprises the amending note TN 4a. All parts are installed according to drawing 190.11.S.11 .

TN 4b : According to drawing 190.21.0007 S.2 the wheel fork is modified (additional metal part to open the gear doors) and then reinstalled into the glider.

For both solutions (TN 4a and TN 4b) new landing gear doors (105 x 470mm) 190.21.0152 and 190.22.0153 with the fittings 190.21.0020 attached are fixed to the fuselage by the links 190.21.0016 .
The bungee cable is installed such that on the one hand the landing gear doors are pulled up with about 3kg (6 lbs) in gear up position and on the other hand still have some tension in gear down position (see drawing 190.11.S 12).

Material : See drawings.

Weight and Balance: Influence negligible.

Notes :

1. This TN can only be effected if TN 3 is carried out simultaneously.
2. Instead of the modified H-strut 190.21.0001.S.1 can be installed the H-strut of the ASW 20 P/N 200.21.0001 S.1 (applies only to TN 4a).
3. The modification according to this TN is effected in series production as of S/N 19 097.
4. The modifications according to this TN can be done be the owner of the glider himself, but subsequently must be inspected by a licensed repair station and must be entered in the glider's log.

Drawings :

The following drawings were new made for this TN :

190.11.S.11
190.21.0016
190.11.S.12
190.21.0152/153
190.21.0020
~~190.21.0001 (TN 4a)~~

The following drawings are replaced :

190.21.150
190.21.151

Poppenhausen, January 18, 1977

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Gerhard Waibel

(Gerhard Waibel)

The German original of this TN is approved by LBA under the date of February 1, 1977, and is signed by Skov.

In any case of doubt the German text is authoritative.