

Kind : LBA Airworthiness Directive AD-Note No. 78 - 303

Subject : Safety measures for inspection hole cover in fuselage.

Effectivity : All ASW 19s, serial numbers 19 001 through 19 232.

Accomplishment : The modifications according to this TN 7a or 7b must be done for the next annual inspection. In the meantime the inspection hole - in accordance with the above AD-Note - must be carefully taped whenever the ASW 19 is operated.

Reason : During a cross country flight with an ASW 20 the inspection hole cover which was not taped was lifted up during a pullup into a strong thermal and was, subsequently, pulled into the fuselage by the attached bungee. There it jammed temporarily the aileron and flap control. The inspection hole of the ASW 19 and ASW 20 being identical, such an incident seems to be possible for the ASW 19, too.

Instructions : TN 7a :
By means of a plywood ring (P/N 190.11.0125) the hole of which is narrower than the smallest width of the inspection hole cover it is prevented that the cover can get into the fuselage.
Prior to glueing in the plywood ring the glue joints must be well fitted and sanded.
A mixture of
100 parts in weight of Epikote 162
38 parts in weight of Epikure 113,
thickened by 10 - 15 parts in weight of Aerosil,
may be used as a glue. However, it may be as well used Aerodux or a two-component glue (like UHU-plus).

For the cover itself or the bungee no modification is necessary. See the drawing on sheet 4 of this TN.

After the installation the plywood ring and the sanded areas around it are preserved by paint or epoxy resin.

TN 7b :

According to drawing 190.11.S13 the inspection hole cover belonging to the aircraft is modified such that a stiff steel skeet spring is attached to the rear end and a turnlock to the other end.

To that end, first the metal parts are made according to drawings

190.11.0043
190.11.0044
190.11.0045.

It is a bit difficult to drill the hole \varnothing 16 mm of the lower part in a line with the conical hole of the upper surface of the cover. It is advisable first to drill a \varnothing 8 mm hole through the whole cover and then to bore the \varnothing 16 mm hole from the lower side and the conical sink from the upper side. The cover must be properly fixed in a stiff drilling machine. The washer (1,5mm thick, \varnothing 16/8) is used as a bearing in the FRP.

When assembling the turnlock the nuts are adjusted such that some friction between lock and FRP is produced.

The bungee and the opening pin is removed.

It will be necessary to shape the interior edge of the inspection hole so that spring and lock may move easily. A small carving in the middle (1/2 mm deep) will help to keep the lock in the middle position.

Material : See drawings.

Weight and balance : Influence neglectable.

Notes :

1. The modification according to TN 7b is effected in the series production as of serial number 19 233.
2. Modifications kits for TN 7a or TN 7b are available at the the Schleicher company.
3. The modifications according to this TN can be done by the owner of the sailplane himself but subsequently must be approved by an authorized repair station and must be certified in the log book.

4. Even after the modification of the inspection hole cover it should be taped because flight tests experienced much noise and rattle which are felt to be uncomfortable.
Besides a considerable aerodynamic improvement is noticed by taping this cover.

Drawings :

The following new drawings were made for this TN :

190.11.S 13
190.11.0043
190.11.0044
190.11.0045.

Poppenhausen, September 11, 1978

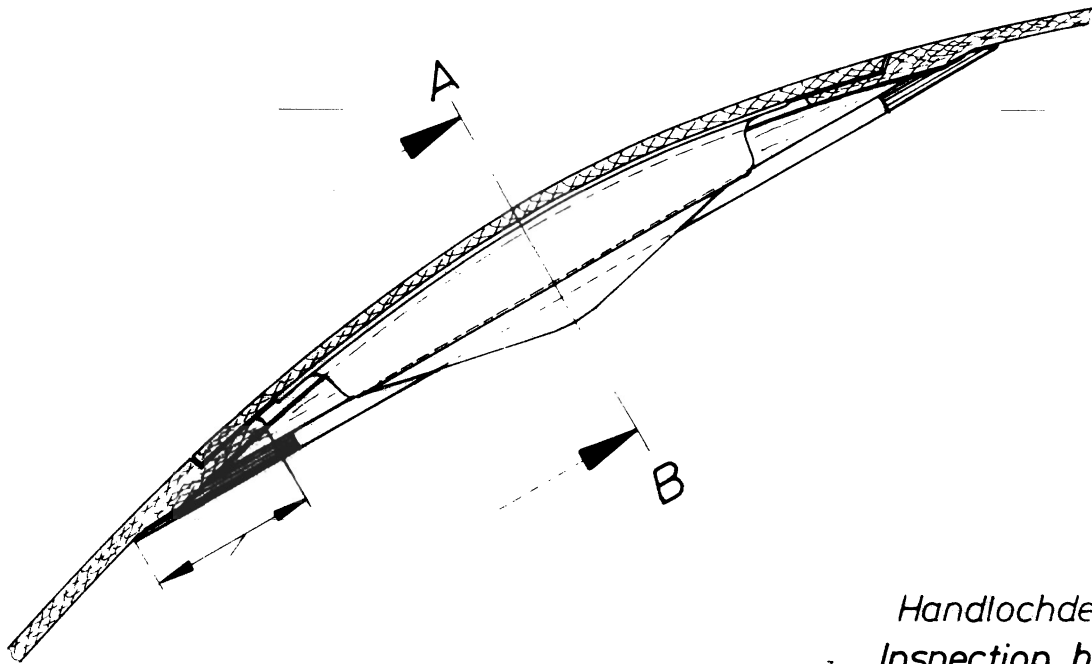
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(Gerhard Waibel)

The German original of this TN is approved by LBA under the date of 20.10.78
and is signed by Frieß.

In any case of doubt the German text is authoritative.

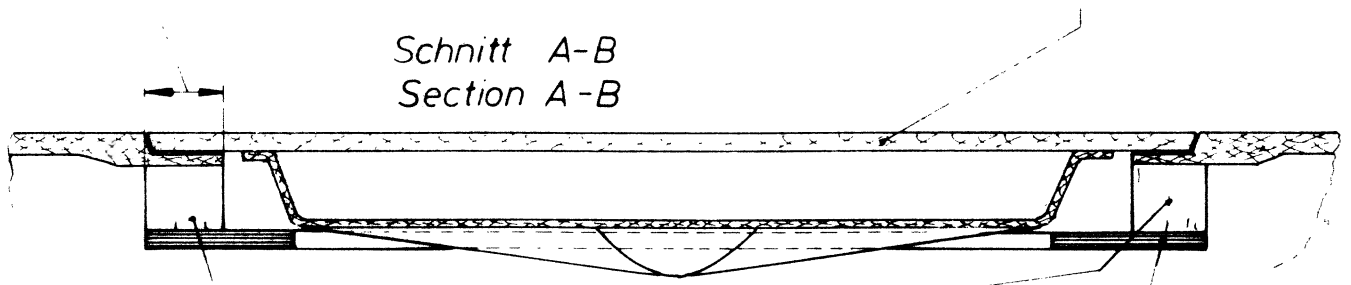


Handlochdeckel
Inspection hole cover

diesen Bereich vor dem
verkleben aufrauen

Sand this area prior to glueing

Schnitt A-B
Section A-B



bei Montage anpassen
Adjust for assembly

Lochblende
Shield