

Kind : Improvement.

Subject : Series production of bigger airbrake according to TN no.11.

Effectivity : All ASW 19 B as of S/N 19 289, including 19 286.

Accomplishment : None; only for new production-line ASW 19s.

Reason : The demand of the customers for this airbrakes version is so great that this modification shall be used for all series production gliders.

Instructions : The parts are made according to drawings

190.43.0031
190.43.0032
190.43.0033
190.43.0034
190.43.0035
190.43.0036
190.43.0037
190.43.0039

and are assembled according to drawing 190.43.S.5 respectively according to the corresponding drawings of the ASW 19 B.

Special attention must be paid to the rear side of the airbrakes. All rivets and heads of nuts and bolts must be flush with the rear side of the airbrakes so that they cannot jam with the rear rim of the airbrake box in the wing - not even under high airloads.

For the same reason the rear inner edge of the airbrake box must be smoothed by filler and careful sanding (see drawing 190.43.S.5).

Weight and Balance : The weight of each airbrake is increased by 0.6 kg so that the weight of a wing goes up by 0.6 kg and the weight of the glider goes up by 1,2 kg. The influence on the C.G. position is negligible.

Notes :

1. For the modification of earlier ASW 19s, S/N 19 001 through 19 288, the TN no.11 from Dipl.Ing. G.Stich, Braunschweig, is applicable. This TN no.11 is approved by the LBA under the date of July 3, 1978.

2. With repairs for which a complete wing is to be replaced the design of the airbrakes as per TN no.11 and TN no.11 b may be used on the same aircraft.
3. The combination of this TN no.11 respectively TN no.11 b with the TN no.13 (operation of the wheel-brake by the airbrake handle) is possible.

Drawings :

The following drawings are new for this TN :

190.43.8.5
190.43.0031
190.43.0032
190.43.0033
190.43.0034
190.43.0035
190.43.0036
190.43.0037
190.43.0039.

The above new drawings replace the following earlier drawings :

190.43.0004
190.43.0006
190.43/44.0011
190.43/44.0020 .

Poppenhausen, September 12, 1979

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The German original of this TN is approved by the LBA under the date of October 5, 1979 (signature : Frieß).

Translation has been done by best knowledge and judgement. In any case of doubt the German text is authoritative.