

- Kind :** Modification into model ASW 20 L.
- Subject :** Increased wingspan ( 16,59m; 54,43 ft ) by attaching outer wing panels.
- Effectivity :** All ASW 20s, optional.
- Accomplishment :** None; optional modification.
- Reason :** See TN 8 a. With the approval of this TN 8 b the 16,59m span version is certified by the German LBA.
- Instructions :**
1. According to the following drawings
 

205.51.S.3	205.51.0151	205.51.0201
205.51.0020	205.51.0152	
205.51.0025	205.51.0153	
205.51.0027	205.51.0154	
205.51.0100	205.51.0200	

the parts for the outer wing panel are made. According to the layer scheme 205.51.S.4 the upper and lower shells for the wing panel are laminated and the parts are installed according to assembly drawing 205.51.S.2 .

The elongations of the ailerons are laminated according to layer scheme 205.31.S.1 and the control hinges are installed according to 205.31.0200. After the halves have been glued together, the components are cured for more than 12 hours at a temperature of above 55° C.
  2. For the inner wing sections the modifications according to TN 8 a must be done.
  3. The outer wing panels must be connected to the inner wing and must be checked for easy rigging.
  4. In compliance with the Flight and Operations Manual of the ASW 20 L, an airspeed indicator showing the following color markings must be installed :
    - a. Red radial line at 250 km/h, 135 kt, 155 mph.
    - b. Green arc between
 

90 km/h -	165 km/h
48,5 kt -	89 kt
56 mph -	102,5 mph.
    - c. Yellow arc between
 

165 km/h -	250 km/h
89 kt -	135 kt
102,5 mph -	155 mph
    - d. White arc between
 

85 km/h -	200 km/h
46 kt -	108 kt
53 mph -	124 mph

with the following markings :

WK 2, 3	at	200 km/h;	108 kt;	124 mph.
WK 4	at	160 km/h;	86,5kt;	99,5mph.
WK 5	at	120 km/h;	65 kt;	74,5mph.
    - e. Yellow
 

at	90 km/h;	48,5kt;	56 mph.
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5. A Flight and Operations Manual for ASW 20 L, issue February 1979, has to be used.

6. A data placard with operation limits of the 16,59m span version must be fixed inside the cockpit. The old placard for the ASW 20 must be removed.

Material : See drawings.

Weight and Balance : The weight and balance must be done in the 15m span version of the ASW 20 L.  
The weight of the outer wing panels as well as the empty weight of the 16,59m span version is noted in the weight and balance paper.

Notes :

1. Because of the necessary molds the outer wing panels may only be made by the manufacturer.
2. Anti-collision paintings may be tolerated outside the aileron tip rib of the outer wing panel.
3. For this TN 8 b an amendment to the type approval has been established, consisting of :
  - a. Physical strength substantiation.
  - b. Flutter analysis.
  - c. Flight test reports.
4. The approval of the modifications according to the above instructions 3 thru 6 is made in compliance with § 30, para. 2 of German LuftGerPO at an annual inspection. ( In other countries than West Germany an equivalent procedure may be used ).

Drawings : For this TN 8 b the following drawings are new made :

205.31.S.1  
205.31.0200  
205.51.S.2  
205.51.S.3  
205.51.S.4  
205.51.0020  
205.51.0023  
205.51.0025  
205.51.0027  
205.51.0151  
205.51.0152  
205.51.0153  
205.51.0154  
205.51.0200  
205.51.0201 .

Poppenhausen, March 13, 1979

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Gerhard Waibel.

The German original of this TN is approved by LBA under the date of March 26, 1979, and is signed by FRIEG.

In any case of doubt the German text is authoritative.