

- Kind: Modification into ASW 20 CL model.
- Subject: Increased span to 16,59 m by attaching outer wing extensions.
- Affected gliders: All ASW 20 Cs, optional.
- Compliance: None; optional modification.
- Reason: See TN no. 20a. On acceptance of this TN no. 20b the 16,59 m variant is approved by the LBA.
- Action:
1. The parts for the outer wing extensions are made according to the drawings (see component list on drawing 202.51/52.S13). The upper and lower shell of the outer wing extension are built according to the lamination drawing 202.51/52.S16 and then the parts are installed as shown on drawing 202.51/52.S13.
The ailerons for the outer wing extensions are laminated as described on drawing 202.31/32.S2 and the hinges are fitted according to drawing 202.51/52.S13.
After glueing them together, the parts are cured for 12 hours at a temperature of above 55 °C.
 2. On the inner wing the actions as described in TN no. 20a must be carried out.
 3. Check the outer wing extensions for easy assembly.
 4. According to the Flight and Maintenance Manual of the ASW 20 CL an airspeed indicator with the following color markings must be installed:
 - a) Red radial line at 250 km/h
 - b) Green arc from 90 to 165 km/h
 - c) Yellow arc from 165 to 250 km/h
 - d) White arc from 85 to 160 km/h
 with the markings:

WK 2, 3	at 200 km/h
WK 4	at 160 km/h
WK 5	at 120 km/h

 - e) Yellow triangle \triangle at 90 km/h
 5. The pilot must use the Flight and Maintenance Manual of the ASW 20 CL, issue June 1984.

6. Remove the old data placard for the ASW 20 C in the cockpit and stick on the new data placard with the operating limits for the 16,59 m variant.
7. The fire-proof type placard must be changed to "ASW 20 CL".

Material: See drawings.

Weight & balance: A C.G. weighing procedure is carried out for the 15 m variant of the ASW 20 CL. The empty weight of the 16,59 m variant and the weight of the outer wing extensions is entered into the inspection report.

- Notes:
1. Because of the required original master jigs, the outer wing extensions must be built by the manufacturer only.
 2. Anti-collision paintwork is allowed for the outer wing extension outside the aileron tip rib.
 3. The accomplishment of the actions 3. thru 7. must be approved during the annual inspection of the glider in accordance with §30, para.2, of the "LuftGerPO" (=German Aviation Equipment Test Regulations); in other countries an equivalent procedure is accepted.

Drawings: For this TN no. 20b the following drawings are new made:

202.31/32.S2
202.51/52.S13
202.51/52.S15
202.51/52.S16.

Poppenhausen, June 27, 1984

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The German original of this Technical Note has been approved by the LBA under the date of July 2, 1984, and is signed by Mr. SCHMALJOHANN. The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is authoritative.