Trim noseheavy: press together the green trim knob (left cockpit wall) and push forwards.

Trim tailheavy: press together the green trim knob and push backwards.

Landing gear retracted: Black handle on lower LH cockpit wall pulled back.

Landing gear extended

Tow release: Yellow knob LH of stick

Open canopy: Move white knobs LH and RH on upper side of canopy frame forward.

To jettison canopy: Pull red handle above instrument panel; the normal canopy locking mechanism must be opened before !!!
Aerobatics

Without water ballast semi-aerobatics are approved for the ASW 20. Further
DETAILS must see page 29.

Seat position:
1. DO NOT USE S刊t or back cushions which are thicker than 2 cm.
2. The headrest must be adjusted such that the pilot's head is
just below the canopy and as far forward as possible. When the stick is in
the normal position (from 10 to the front edge of the slotted cage),
the upper arm should rest against the body while the elbow rests on the up-
ner thigh. Such a comfortable seating position is preventive against PII
(pilot induced oscillations).

Extreme Pilot Suits
TAKE PITY ON MY without the adjustable seatrest, however, they have to
use a stiff cushion that leaves the edge of the towing hook fairing and the
box of the wheel. They should also use gym shoes with heels as low as pos-
sible so that they can use the most forward pedal position.

Small pilots should check prior to start if they can apply full rudder de-
formations and if they cannot fall off the pedals with their feet. If neces-
sary, a board with a support for the heels can be installed on the pedals.

Do not use soft (lead or sand) seat cushions. We recommend to use only trim
weights in the fuselage nose and seat cushions made from a foam which cannot
be compressed (Styrofoam, Cotton) or safety foam like Dumaplillo etc."

Limit Load Factors

At 175 kph ( 94 knots ) :
maximum positive load factor + 5.3
maximum negative load factor - 2.65
reducing proportionally with airspeed to
maximum positive load factor + 4.0
maximum negative load factor - 1.5
at 205 kph ( 145 knots ) .

1.4.

Weight and Balance Information

PAYLOAD "COMPACT" pilot plus parachute :
minimum 78 kg ( 170 lbs )
maximum 115 kg ( 253 lbs )

For possible exceptions see page 31 !

If the useful load is below the minimum, the shortfall below the minimum pay-
load must be made good by the addition of trim weights in the fuselage nose
(this is available as an optional extra, see page 80).

T.N. no 30 01.04.87
We recommend that unexperienced pilots and/or pilots who fly this model for the first time, do not make their first flights with the rearmost C.G. position, i.e. they should not go for a just still acceptable minimum payload, but should stay approx. 10 - 15 kg above the minimum useful load in the pilot seat. Light pilots should fix about 4 trim discs more than the actually required minimum.

The loading of the baggage compartment has no significant effect on the CG location. It must not, however, be loaded by more than 15 kg (33 lbs). Hard objects weighing more than 1 kg (2.27 lbs) should be carefully secured in the baggage area in order to prevent accidents.

Loading of Water Ballast
The maximum all up flying weight of 45 kg (1000 lbs) must not be exceeded. For the determination of the proper amount of water ballast the following table may be used:

<table>
<thead>
<tr>
<th>Empty Weight [lb]</th>
<th>150</th>
<th>175</th>
<th>200</th>
<th>225</th>
<th>250</th>
</tr>
</thead>
<tbody>
<tr>
<td>525</td>
<td>full</td>
<td>full</td>
<td>full</td>
<td>30</td>
<td>27</td>
</tr>
<tr>
<td>550</td>
<td>full</td>
<td>full</td>
<td>full</td>
<td>30</td>
<td>27</td>
</tr>
<tr>
<td>575</td>
<td>full</td>
<td>30</td>
<td>27</td>
<td>24</td>
<td>+</td>
</tr>
<tr>
<td>600</td>
<td>30</td>
<td>27</td>
<td>24</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>625</td>
<td>27</td>
<td>24</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
</tbody>
</table>

*These weight combinations exceed max. permissible weight of non lift producing components.*
The Pitot and Static Pressure Ports
must be sealed off by taping for the transport on
an open trailer provided that the instrument ma-
nufacturers allow this.

The Safety Harness
must be regularly checked for tears and corrosion
spots.

If the safety harness installed is the asymmetric
Autoflug type (Boberg), it must be checked that the
short lap belt is installed on the right cockpit wall
(in flight direction).

2.6. Overhaul
The tow coupling must be removed after every 2000
launches or every 3 years at the latest and has
to be sent to the manufacturer for reconditioning.

For the Tost combi-release some facilities are
valid (see accompanying paper in the log-book).

The rudder cables are to be renewed as soon as
any wear spots are noticed.

2.7. Repairs
Smaller repairs on fiberglass components can be
affected by the owner in accordance with the
guidelines as set forth in the Repair Manual for
the ASW 12, ASW 15, ASW 17, and the ASW 19.

All major repairs and overhauls have to be effected
by the manufacturer. In case of doubt infor-
mation and advice can be obtained from the Schlei-
cher Company.

2.8. Notes for the Inspection
The dive brake boxes have no water drain.

After rain showers the boxes must, therefore, be
dried with a sponge etc. For better sealing of
the dive brake covering plates grease as used for
accumulator maintenance has been found suitable.