2.1 Rigging

All pins and fittings including the ball pint fit-
tings are to be cleaned and lubricated.

Put the flap lever in position 2 as to avoid that
the pushrods running from the wing into the fuselage
interfere with the mixer and thereby become bent.

Insert right wing (3-prong spar end) from the side
into the fuselage tunnel, then left wing from the op-
posite side. Align the main fittings, push in the
main pins and safety. Now the wing tips can be re-
leased.

Connect all electrical and dive brakes and double-check
the connection by trying to pull the push-pull rods
away from the ball fittings.

After cleaning and lightly greasing the plug-in ele-
vator connections, the tailplane is fitted onto the
fin from the front. Both elevator panels must be
fitted into their connectors simultaneously. The
tailplane is now pushed back until the Allen bolt
at the leading edge can be screwed in; this should
be screwed in tightly until the spring-loaded safety
pin snaps out over the screw head as far as the
socket.

The taping of the wing-fuselage junction with a pla-
astic tape makes a lot of performance with but small
expenditure (1-2 points on the L/D).

The inspection hole cover of the fuselage must also
be taped so that its cover plate cannot be sucked
off at high air pressure loads.

Do not tape the canopy gap, otherwise any emergency
exit is jeopardized.

It is recommended to wax the taping area prior to
taping so that the tape can be removed later on with-
out pulling off the finish.

Usually the wing will be connected to the fuselage
in the 15m span version as the trailer is not long
enough to carry the long wings. It is, however, al-
lowed to rig the wings in the long span version.

For both versions it is necessary to safety the wing-
tips or the elongation by the vertical steel pin of
the β.
For operation beyond 6000 flight hours, certain requirements will be established at the proper time.

3. The relevant test program is to be obtained from the manufacturer.

4. The inspections may only be carried out by the manufacturer, or by a technical aviation company with appropriate authorization.

5. The results of the inspection are to be listed in a report, and every measure is to be commented upon. If the inspections are carried out by a technical aviation company, then a copy of the report is to be sent to the manufacturer for assessment.

6. The annual inspection required by § 27 (1) of the LuftfGrlPO (= Aircraft Examination Rules) is not affected by this rule.

Checking and securing the L'Hotellier quick-close connections of the control circuit

1. Securing
The experience of the past shows that mostly the connection of the elevator was incorrectly fitted or even worse simply was forgotten. A sticker on the fin serves to remind the pilot of the correct connection; in addition the securing by means of a spring pin is recommended.

To do this on older ASW 20 gliders the check hole must be drilled to 1.2 mm in diameter.

Alleron, flap and airbrake connections in the fuselage can be safetied by the same method.

*) Not applicable with the automatic elevator connection nod as per T.N. no.29!
Tolerances in weight and tailheavy static balance of control surfaces and tolerances in play (backlash) of control circuits (stick, pedals or flap lever fixed).

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Rudder</td>
<td>2.0 - 3.5</td>
<td>6.1 - 7.8</td>
<td>8.6 - 11.0</td>
<td>7.45 - 9.53</td>
<td>0.8°</td>
<td>4.5</td>
</tr>
<tr>
<td>Inner Aileron</td>
<td>2.2 - 2.6</td>
<td>4.8 - 5.7</td>
<td>2.8 - 3.5</td>
<td>2.43 - 3.03</td>
<td>1.25°</td>
<td>1.75</td>
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<tr>
<td>Outer Aileron</td>
<td>0.23 - 0.29</td>
<td>0.5 - 0.6</td>
<td>0.54 - 0.66</td>
<td>0.47 - 0.57</td>
<td>1.25°</td>
<td>1.75</td>
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<tr>
<td>Flaps</td>
<td>5.1 - 6.5</td>
<td>11.2 - 14.3</td>
<td>12.3 - 15.7</td>
<td>10.65 - 13.60</td>
<td>1.1°</td>
<td>2.75</td>
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<tr>
<td>Elevator (one Panel)</td>
<td>0.7 - 0.9</td>
<td>1.54 - 1.98</td>
<td>1.1 - 1.2</td>
<td>1.48 - 1.91</td>
<td>1.15°</td>
<td>3.0</td>
</tr>
<tr>
<td>Elevator Actuator</td>
<td>0.21 - 0.27</td>
<td>0.46 - 0.6</td>
<td>1.0 - 1.2</td>
<td>0.87 - 1.04</td>
<td>1.15°</td>
<td>3.0</td>
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No play is allowed between elevator actuator and the elevator panels!