

Subject: New canopy locking system.

Affected gliders: Optional for all ASK 21s; included into the standard series production for s/n 21223 and as of s/n 21 233.

Compliance: None; optional modification for previous gliders and standard with new series production gliders.

Reason: As of s/n 21 233 the ASK 21 features as standard equipment the new canopy locking hand levers (same system as with the ASW 20 B/C); in addition the front canopy locking system is fitted with a stop which allows the front canopy to be locked only after the rear canopy has been locked.

Action:

1. Make the parts according to the component list on drawing 210.12.S5 and install them.
2. In the English version of the Manuals, the Flight Manual pages 16 thru 19 must be exchanged against pages 16a thru 19a; and the Maintenance Manual pages 55 and 56 must be exchanged against pages 55a and 56b.  
In the FAA-approved US-edition of the Manuals, the Flight Manual pages 2 and 21 (dated May 16, 1984) and the pages 20, 25, 26, 27 (dated March 9, 1983) must be exchanged against pages with the same number, but dated: May 25, 1984; the Flight Manual page 26a (dated May 25, 1984) is new included; in the manual "Instructions For Continued Airworthiness" the pages 2 + 59 (dated May 16, 1984) and the page 58 (dated March 9, 1983) must be exchanged against pages with the same number, but dated: May 25, 1984).
3. The exchange of the pages of the manuals must be certified on the Page "Amendments Record" (English version) respectively on the Page "Log Of Revisions" (US-edition).

Materials and drawings: See above chapter "Action, point 1."

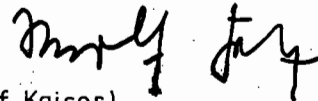
Weight & balance: Owing to the installation of the new canopy locking system, the mass of the non-lift producing components is changed only insignificantly; therefore, a C.G. weighing after the installation is not necessary.

Notes:

The installation of the new canopy locking system must be carried out only by the manufacturer or by a licensed technical aviation repair station; the accomplishment of the modification must be certified in the glider's logbook and in the inspection records.

Poppenhausen, May 25, 1984

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The German original of this Technical Note has been approved by the LBA under the date of June 8, 1984, and is signed by Mr. FRIEB. The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is authoritative.

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