

Subject: Exchange of the trim spring.

Affected gliders: ASW 22 (s/n 22002 - 22015; 22017 - 22019; 22021, 22022, 22024 - 22027; 22031, 22032; 22036; 22037; 22039; and 22046).
Serial numbers which are not listed above, have already been modified.

Accomplishment: By the next annual inspection; however, by December 31, 1985, at the latest.

Reason: Owing to an unfavorable selection of the material of the compression spring inside the trim spring, there will be a slackening in the spring tension. As a result the glider may no longer be trimmed entirely for the whole speed range required by JAR 22.

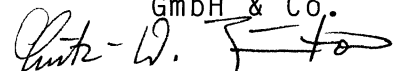
Action:

1. The trim spring 220.49.1001 (with the hammered figure "3" as identification mark) is exchanged against a new one (with the hammered figure "2,8" as identification mark). Before installing the new trim spring, please take care that the length "X" of the removed trim spring is set (see Fig.1).
2. The exchange of the trim spring must be entered into the logbook and into the inspection papers by a licensed aviation test inspector.

Notes: We recommend to obtain first of all the new trim spring from our factory, to exchange the springs on reception of the new one and then to return the old trim spring to the factory by return of post.
The action under point 1. may be accomplished by a competent person.

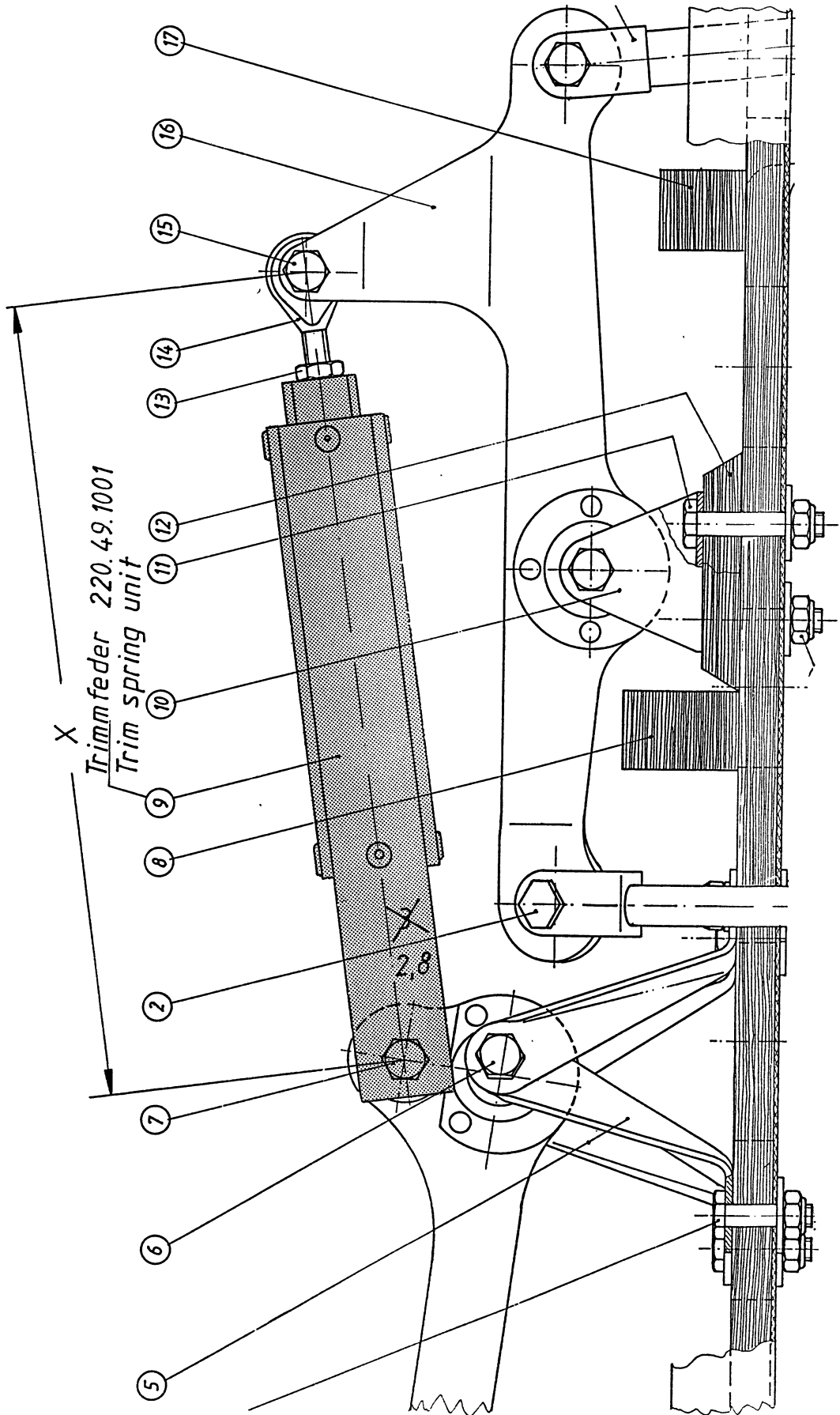
Drawings: 220.49.1001 and 220.49.0016.

Poppenhausen, March 15, 1985

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The German original of this Technical Note has been approved by the LBA under the date of March 25, 1985 (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.

Fig. 1



Zuwendungen verpflichtet zu Schadenersatz. Alle Rechte für den Fall der Patenterteilung oder Gebrauchsmuster-Eintragung vorbehalten.

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