

II.10. TOW ROPE WEAK LINK

For winch and aero-tow a weak link of maximum 900 daN and minimum 750 kg nominal load is to be used, e.g. the new weak link 2 (brown paint finish, 850 daN ± 85 daN).

II.11. EXTREMES OF PILOT SIZE

Tail pilots can fly without the backrest, but they must use a purpose-made stiff cushion which bridges the edge between the C.G. tow release and the main bulkhead. In the same way tail pilots should fly with sports shoes or shoes with a very flat heel so that the most forward pedal setting can be used.

It is essential that short pilots check before the launch that they are able to apply full rudder deflection, and that their feet cannot fall off the pedals. If necessary, each pedal should be fitted with a screw-on board incorporating a heel cap. The pedals must be set far enough back to allow the wheelbrake to be operated with the heels, if the aircraft is equipped with a pedal brake.

II.12. OPERATING LIMITATION INFORMATION ON PLACARDS & INSTRUMENTS IN THE COCKPIT

Airspeed Indicator markings

Red radial line at 280 km/h:  
 Max. permissible speed ( $V_{NE}$ ) below 3000 m NN  
 Green arc from 85 ± 180 km/h:  
 Max. permissible speed range in severe turbulence.

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Placard for removeable ballast

*CAUTION! The two batteries must be in place in the nose for flight. They affect the CG position!*

*Before take-off, check the weight of the trim ballast plates, and that plates & batteries are secured.*

*For underweight pilots, one 2kg (4.4 lb.) trim ballast plate must be fitted for each shortfall of 5kg (11 lb.) in pilot weight. For further details see flight manual.*



Placard at inboard wing panel water outlet

**FILL OUTBOARD TANKS FIRST!**

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Yellow arc from 180 + 280 km/h:

Permissible speed range (warning range) for turbulence up to 7.5 m/s. The difference speed and marking WK 2 and 3 at 220 km/h are the max. permissible speeds for these flap settings.

White arc from 83 + 160 km/h:

Permissible speed range for positive flap settings including marked max. permissible speeds. Here L at 130 km/h represents the flap setting L (+40°) and WK 4 + 5 at 160 km/h for the flap settings 4 (+7°) and 5 (+10°).

The yellow triangle  $\Delta$  at 90 km/h indicates the recommended approach speed for landing.

Data placard and trim plan on the left cockpit wall

**Segelflugzeugbau A. Schleicher Poppenhausen**  
 Model: ASW 22 Serial No.: 22 xxx  
 DATA PLACARD AND TRIM PLAN

Empty mass	22 m	24 m
Max. mass	750 kg	
Max. load in pilot's seat		
Min. load in pilot's seat		
Max. speed for:		
winch launch	140 km/h	
aero-tow	180 km/h	
landing gear operation	180 km/h	
manoeuvring speed	180 km/h	
weak link for aero-tow & winch launch	750 to 900 da N	
tire pressure	unbraked: 1,8 bar; braked: 2,3 bar	

Baggage compartment placard: between the baggage compartments.

Upper baggage compartment max. 15 kg (33 lb.)  $\updownarrow$   
 LASH DOWN ALL OBJECTS WEIGHING MORE THAN 1 kg (2.2 lb.)  
 Lower baggage compartment max. 5 kg (11 lb.)  $\updownarrow$

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Maximum permissible water ballast for the 24 m version

AIRFRAME MASS (kg)	Cockpit load (kg) (MASS OF PILOT, PARACHUTE AND BAGGAGE)				
	75	85	95	105	115
390	185 $\oplus$	175 $\oplus$	165 $\oplus$	155 $\oplus$	145 $\oplus$
400	175 $\oplus$	165 $\oplus$	155 $\oplus$	145 $\oplus$	135 $\oplus$
410	165 $\oplus$	155 $\oplus$	145 $\oplus$	135 $\oplus$	125 $\oplus$
420	155 $\oplus$	145 $\oplus$	135 $\oplus$	125 $\oplus$	*
430	145 $\oplus$	135 $\oplus$	125 $\oplus$	*	*

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$\oplus$  First fill outboard wing tanks with approx. 120 kg (120 l water); the remainder may be loaded into the inboard tanks.

\* These combinations are not permissible, as the maximum permissible mass of non-lifting structural parts will be exceeded.

Maximum permissible water ballast for the 22 m version

AIRFRAME MASS (kg)	Cockpit load (kg) (MASS OF PILOT, PARACHUTE AND BAGGAGE)				
	75	85	95	105	115
390	full	full	full	full	full
400	full	full	full	full	full
410	full	full	full	full	225 $\oplus$
420	full	full	full	225 $\oplus$	*
430	full	full	225 $\oplus$	*	*

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