11.10. 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).

11.11. EXTREMES OF PILOT SIZE
Tall pilots can fly without the backrest, but they must use
a purpose-made stiff cushion which bridges the edge bet-
 tween the C.G. tow release and the main bulkhead.
In the same way tall 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 incor-
porating a heel cap. The pedals must be set far enough
back to allow the wheelbrace to be operated with the heels.
If the aircraft is equipped with a pedal brake.

11.12. 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 to 180 km/h:
Max. permissible speed range in severe tur-
bulence.

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 two ballast plates, and
then plates & batteries are secured.
For underwater pilots, one 32kg (60 lb) ballast
plates must be fitted for each centimetre of speed (lb) in
speed weight. For further details see flight manual.

Placard at job board wing panel water outlet
FILL OUTBOARD TANKS FIRST!
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 Mk 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 (+0°) and Mk 4 + 5 at 160 km/h for the flap settings 4 (+7°) and 5 (+10°). The yellow triangle △ at 90 km/h indicates the recommended approach speed for landing.

Data placard and trim plan on the left cockpit wall

Segelflugzeugbau A. Schnellicher Papenburg
Model: ASW 22 Series No. 22xxxx

DATA PLACARD AND Trim PLAN

Empty Mass: 272 kg
Max. Mass: 312 kg
Max. load in pilot's seat: 90 kg
Min. load in pilot's seat: 50 kg
Max. speed for
- Take-off: 220 km/h
- Manual operation: 190 km/h
- Maneuvering speed: 180 km/h
- Normal operation: 150 km/h
- Take-off limit according to the Export class: 275 to 500 m/m
- Max. wind pressure Unlimited 1.9 bar, braked: 2.3 bar

Baggage compartment placard: between the baggage compartment.

Upper baggage compartment max. 15 kg (33 lb.)
Lash down all objects weighing more than 1kg (2.2 lb.)
Lower baggage compartment max. 5 kg (11 lb.)

DATE: Sept. 15, 1986 T N 5
AUTHOR: Wibel
LBA APPROVAL: DATE: 061086

ASW 22 - Flight Manual - 19

Maximum permissible water ballast for the 24 m version

Cockpit load (kg)

<table>
<thead>
<tr>
<th>MAXIMUM MASS (kg)</th>
<th>75</th>
<th>85</th>
<th>95</th>
<th>105</th>
<th>115</th>
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</tbody>
</table>

@ 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

Cockpit load (kg)

<table>
<thead>
<tr>
<th>MAXIMUM MASS (kg)</th>
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DATE: Feb. 9, 1983
AUTHOR: Wibel
LBA APPROVAL: DATE: 12.02.83