

I. GENERAL INFORMATION**INDEX OF CORRECTIONS**

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1	37	TN No. 1, Modified flaperon mixer in the outboard wing	08.11.83
2	8, 32, 33	TN No. 3, Increase of the mass of the non lift producing parts by 10 kg	01.04.85
3	Appendix	TN No. 6, New production series tow release couplings for aerotow and winch launch	01.03.90
4	64A	TN No. 7, Inspecting the elevator engaging actuator (on the top of the fin)	05.07.91
5	1, 6, 60, 61 & 76, Appendix	TN No. 13, Amendment Maintenance & Repair Manual, Inspection program to increase the Service Life	29.01.2002

All ASW 22 manuals can be obtained from:

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III. 13. 4. Filling inspection



part of the annual inspection, a trial filling should be carried out. Check for water escaping from the tanks, and for dripping valves.

III. 13. 5. Inspection Program to extend Service Life

Introduction

Fatigue tests on CRP wings and CRP wing spars have shown that a service life expectancy of 12000 hours may be achieved for these components without problems. However, as this test program did not examine an entire glider made of CRP and GRP, this service life span of 12000 hours can be achieved only if the long-term airworthiness of each glider is demonstrated in a special multi-stage inspection program (over and above the mandatory annual C of A inspection).

Time Limits

1st Stage:

When the glider has reached a service life of 3000 hours, 6000 hours and 9000 hours an inspection must be carried out in accordance with the inspection program laid down by Messrs. Schleicher, from whom details must be obtained. If the results of this inspection are positive, or if any defects discovered have been correctly repaired, the service life of the glider after the 9000 hour inspections increased by 1000 hours, i.e. to a total of 10000 hours.

2nd Stage:

When a service life of 10000 flying hours has been reached the above inspection program must be repeated. If the results are positive, or any defects found have been satisfactorily repaired, the service life may be increased to a total of 11000 flying hours. This procedure can be continued until flying 12000 hours are accumulated.

For a possible extension of service life beyond 12000 hours, detailed requirements will be established in due course.

Inspection Program

The appropriate inspection program must be obtained from the manufacturer.

The inspections may be carried out only by the manufacturer, or by an appropriately licensed aircraft repairer.

The results of the inspections must be listed in an inspection report in which each item must be annotated with a comprehensive comment, as laid down. If the inspection is carried out by a licensed aircraft repairer, a copy of the inspection report **must** be forwarded to the manufacturer for the purpose of evaluation.

After receipt and examination of this report Messrs. SCHLEICHER will issue an acknowledgement of receipt and send it back to the aircraft owner. Only then the inspector must certify the increase of the service life in the logbook and in the aircraft inspection records.



need for annual Certificate of Airworthiness inspections and overhauls (for German registered gliders § 27 (1) LuftGerPO^{*)} applies is not affected by this rule.

^{*)} LuftGerPO = Aeron. Products Examination Order

III. 14. Special Servicing Procedures and Equipment subject to Service Life Limitations

At regular intervals of 5 years, the sealing rings and groove sealing rings of the water ballast valves must be checked, and replaced if required, see Fig. 3.9-1).

At regular intervals of 6 years the brake line hose of the hydraulic wheel brake must be replaced. Should this hose be found to be in good condition, it need not be replaced, on condition that its condition is checked at least every 100 flying hours.

According to operational experience control cables which run through rudder pedals, as well as the cables actuating the tow releases must be exchanged after 2000 hours of operation. When however a careful check, see FAA Advisory Circular AC 43-13.1A § 198 or LBA-Circular (Rundschreiben) Nr. 10-02/89-1 dated 21.08.89, shows airworthy conditions of the cables, they must not be exchanged however be checked again for airworthy condition during every coming annual inspection using above mentioned FAA or LBA procedures.

III. 15. PERIODICAL INSPECTION

At regular time intervals, if the aircraft is in constant use, we recommend an interval of 100 hours - but in any case no later than during the annual inspection, the following checks must be carried out:

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V. 7. 1 Maintenance Instructions



Maintenance Instructions are established from time to time as required, in accordance with experience accumulated in operating the sailplane ASW 22. The Maintenance Manual is to be supplemented in case of new issues of Maintenance Instructions.

The general "**Maintenance Instruction ALL FRP GLIDER MODELS**" dated June 19, 1986 describes the removing of play between the sockets (= bushings) and bolts (= pins) of the wing-to-fuselage transition.

The general Maintenance Instruction "**PAINT CRACKS**" dated June 26, 1989, describes how to inspect, preserve, and repair the paint surface.

The **Installation Instructions "NACA Ducts"**, dated Dec. 17, 1997 describes the installation of these NACA-ducts in the lower surface of the wing.

The **Maintenance Instruction A**, dated Jan. 15, 2002, describes how to apply or replace the elastic plastic fairing strips for the control surface gaps.

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