

- Subject: Installation of an additional bulkhead in the area of the nose wheel.
- Affected gliders: All ASK 23s up to s/n 23033; as of s/n 23034 this is standard series production.
- Compliance: By the next annual inspection; however, at the latest by March 31, 1986.
- Reason: To protect the rocker arm of the elevator control circuit from being jammed in case of an overload of the fuselage front section owing to a 45° impact, the nose wheel box is reinforced in addition by means of a bulkhead.
- Action:
1. Remove seatpan.
 2. Unscrew elevator pushrod I from the control stick, elevator pushrod II from the elevator rocker arm, and the trim spring from the trim pushrod.
 3. Remove elevator rocker arm.
 4. Remove the fiberglass clamp from the towhook cable line at the wheel box and then sand the internal surface of the fuselage shell left and right side of the nose wheel box up to the forward seatpan support and the control gear box.
Caution:
The interior layer must not be damaged during this job !!
 5. Apply 1 layer 92140 diagonally to the sanded surface, impregnate it with resin / hardener-mixture and then cover with peel-ply (this is nylon cloth which is torn off before the glue job in order to provide an excellent glue joint preparation).
 6. After removing the peel-ply glue in the bulkhead for the nose wheel (230.11.0191) such that the ventilating holes in the bulkhead show to the back. For this glue job use a resin / hardener-mixture to which cotton flocks and Aerosil are added. During the glue job take care that the towhook cable line does not get any resin.
 7. Re-install all removed parts (always use new lock nuts !).
 8. Check elevator control circuit and trim for correct operation and free movement.

Material:

1 off	Bulkhead for nose wheel 230.11.0191;
2 "	Fiberglass cloth 92140 diagonal, 200 x 260 mm;
2 "	Peel ply, 200 x 300 mm;
150 g	Resin Epikote 162 (100 parts in weight);
57 g	Hardener Epikure 113 (38 parts in weight);
15 g	Aerosil (10 parts in weight);
8 g	Cotton flocks FL 1 f (5 parts in weight).

Drawings:

230.11.S8
230.11.0191 (lamination plan for bulkhead).

Mass and C.G. position:

Owing to the installation of the bulkhead the mass of the non-lift producing parts is increased by about 400 g. The C.G. range slightly moves forward.
So after the installation a new establishment of the mass and C.G. data is necessary.

Notes:

1. For this Technical Note a supplementary compliance check was demonstrated (see ASK 23 Compliance Check List Fuselage-84 B thru E).
2. The installation of the bulkhead must be accomplished by the manufacturer only or by a technical aviation repair station licensed for this purpose; the accomplishment of this modification must be certified in the glider logbook and in the inspection documents by an inspector holding the relevant license.

Poppenhausen, September 13, 1985

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The German original of this Technical Note is approved by the LBA under the date of October 23, 1985 (signature: FRIEB). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is authoritative.