

Subject: ASK 23: Amendment of the Flight and Maintenance Manual.
ASK 23 B: Amendment of the Maintenance Manual.

Serial number applicability: All ASK 23 and ASK 23 B (Data Sheet no. 353); as of serial no. 23001.

Compliance: Until the next annual re-inspection, but in any case before Dec.31, 1990.

Reason: On request of the Civil Aviation Authority of the Netherlands we included the para "IV.3.1 Daily Inspections" into the Flight Manual of the ASK 23.

During the operation of the ASK 23 and ASK 23 B gliders several cases were reported where (because of worn out or badly adjusted or not in time readjusted wheel brakes) the actuation of the airbrakes caused fouling of the air-brake control bellcrank I with the main bulkhead II (landing gear bulkhead); by this the bulkhead can be damaged and peeled off. Therefore, we revised the respective paras about "re-adjusting the wheel brake and the airbrakes" in the Maintenance Manuals of the ASK 23 and ASK 23 B.

The reference to the so far issued Maintenance / Repair Instructions A and B has been added into the Maintenance Manuals.

Action:

1. ASK 23

The Flight Manual must be supplemented with the following pages: 2a, 23a, and 23b.

In the Maintenance Manual the following pages must be exchanged for respectively added as supplement pages: 2a, 6, 37, 39, 45, and 62.

Also the Maintenance /Repair Instructions (A + B) themselves have to be inserted into the Maintenance Manual.

The corresponding entry has to be made in the "Index of Corrections" (Page 1 + 2) of the Flight and Maintenance Manuals.

2. ASK 23 B

The following pages in the Maintenance Manual must be exchanged for : 2a, 37, 39, 45, and 62. The Repair Instruction B has to be inserted into the Maintenance Manual.

The corresponding entry has to be made in the "Index of Corrections" (Page 1 + 2) of the Maintenance Manual.

General: all new manual pages (ASK 23 and ASK 23 B) show the revision note "TN-No.6 dated May 10, 1990".

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SHEET:
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ASK 23
Technical Note
No. 6

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3. The instructions for adjusting the airbrakes and the wheelbrake (given on the above manual pages) must be carefully regarded and where necessary the adjustment must be checked !

As the seatpan gate rear end serves as stop for the airbrakes lever, three layers of 92140 glass cloth must be laminated onto the rear end of the seat pan gate - according to drawing 230.11.0166, item 6 - as a reinforcement.

Material & drawings:

See above point "Action".

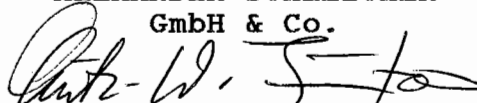
Notes:

The measures as under Action 1. and 2. can be accomplished by the owner and the Action 3. by a competent person.

The manual pages as well as the Maintenance /Repair Instructions A + B can be obtained from SCHLEICHER.

Poppenhausen, May 10, 1990

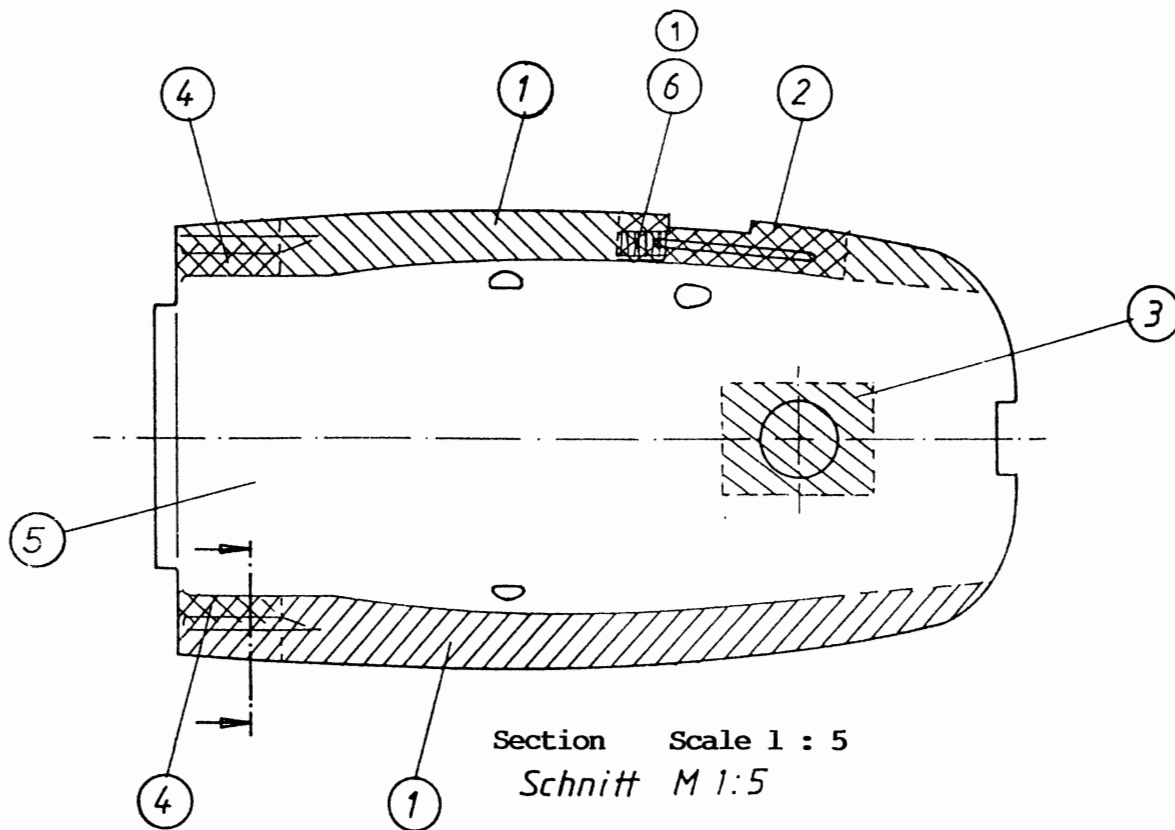
ALEXANDER SCHLEICHER
GmbH & Co.


Lutz-W. Juntow.

The German original of this Technical Note has been approved and stamped by the LBA under the date of June 25, 1990. The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.

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- ① 1 Lage 92140 ✕ 100 breit / wide
- ② 1 Lage 92140 ✕ 70 x 300
- ③ 1 Lage 92140 ✕ 150 x 200
- ④ 2 Lagen 92140 ✕ nur im Bereich der Sitzlehnenraste
only in the area of the back rest holding fixture
- ⑤ 2 Lagen 92125 ✕ ü.g.F. for the entire surface
- ①⑥ 3 Lagen 92140 beliebig 30 x 80
any direction

Lage(n) = Layer(s)

* = Seatpan Layer Scheme

				Datum	Name	Typ	Benennung	Maßst.
				Bearb.	22.08.84	Juw	ASK 23 Sitzwanne Laminierplan *	1:10 1:5
				Geprü.				
				Norm				
				A. Schleicher Segelflugzeugbau 6416 Popperhausen		Zeichnungsnummer L-353 230.11.0166		Blatt
1	Pos. 6 ergänzt	15.01.90	Juw					Bl.
Zust.	Änderung	Datum	Na.	Urspr.	Ers. f.	Ers. d.		