

new zip code: D-36163

**Subject:** Modification of the water ballast system.

**Serial Numbers, applicability:** ASW 24 / ASW 24 B, german document No. 366,  
A) ASW 24 B, Serial-Numbers (S/N) 24227 and 24228, and from S/N 24231 including onwards serial modification.  
B) ASW 24, S/N 24001 through 24226, and S/N 24229 and 24230 optional when a pair of wings of the ASW 24 B is fitted to an ASW 24 fuselage.  
C) ASW 24 B, Serial-Numbers (S/N) 24227 und 24228, and from S/N 24231 inclusive optional when ASW 24 wings are fitted to an ASW 24B fuselage.  
D) Alternative to Versions B) or C).

**Compliance:** None, optional modification, serial version for new production.

**Reason:** In order to rationalize the product line the mechanically actuated water ballast system of the ASH 26 is adapted for the ASW 24 B. This new system actuates the valve directly via cockpit lever, a Bowden cable and a push rod. At the wing root ribs an automatic connection is provided for easy rigging. The filling/jettison opening for the water ballast is found on the lower wing surface about 0,65m outboard of the wing root rib and about 0,25m behind the leading edge.

**Action:**

A) According to the drawings (see chapter "material and drawings" below) the parts for the water ballast system are built and installed. The Maintenance Manual describes the design and operation of the system.

B) The electrical actuating system is replaced by the mechanical one of the ASW 24 B. According to the drawings (see chapter "material and drawings" below) the parts for the new system are built, assembled and installed. Design and operation of this system are described in the amended Maintenance Manual, pages 2.20 through 2.27.

C) For this Version openings in the wing sandwich must be cut and reinforced so that the valve of the ASW 24 B can be installed into an ASW 24 wing. Optionally the water outlets of the ASW 24 wings can be used, if the electric actuator of the valve is exchanged against the mechanical actuator of the ASW 24 B. According to the drawings (see chapter "material and drawings" below) the parts for the water ballast system are built and installed. The amended Maintenance Manual describes design and operation of the system.

D) Alternatively to B) and C) the electrically actuated valve actuator of the ASW 22 can be fitted to the water ballast valve of the ASW 24 B. An exchange of Manual pages is not necessary in this case.

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**SHEET:**  
2 von 2

**ASW 24**  
**Technical Note**  
**No. 09**

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In the cases A) through C) the pages 0.4, 0.5, 3.6, 4.15, 4.17, 7.10 and 7.11 of the Flight Manual must be exchanged against new ones with the same page number, however with the revision entry TN 09, issued 23 June 1994, Juw. In the Maintenance Manual pages 0.4, 0.5, 2.11, 2.20 through 2.27 as well as 2.30, 2.31, 7.6, 9.3, 9.6, 12.5, and 12.7 must also be exchanged against new ones with the same page number, however with the revision entry TN 09, issued 23 June 1994, Juw .

Maintenance Instruction "Water Ballast Valves", issued July 25, 1994, must also be inserted. Exchange and/or insertion of Manual pages must be documented in the "Record of revisions" section of the relevant Manual.

**When revisions to the Manuals are applicable, please note:**

Where a revision applies to any page which was already affected by a previous approved modification (as e.g. in the case of a Technical Note) the previously revised manual page remains valid and must NOT be removed. The manual pages amended under the present Technical Note must then be inserted in addition!

Material and drawings:

A), B) and C) according to the drawing list of the ASW 24 B.  
D) According to drawing 220.76/77.1002 .

Weight and balance:

The exchange of a pair of wings requires a Weight and Balance procedure.

Notes:

Manual pages needed for insertion and/or exchange may be ordered from the A. Schleicher GmbH & Co. Tel.: ++49 6658 890 or 8929 or by FAX: ++49 6658 8940. Please notify the model and serial number of the sailplane in question.

The exchange of a pair of wings can be done by the manufacturer Alexander Schleicher GmbH & Co. or a repair station authorised for such work.

The Manual pages may be exchanged by the owner of the sailplane himself.

All actions have to be certified by an authorised inspector and documented in the logbook, the Flight Manual, the Maintenance Manual and the maintenance records.

Poppenhausen, June 23, 1994

**ALEXANDER SCHLEICHER**  
GmbH u. Co.

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The German original of this Technical Note has been approved by the LBA under the date of Dec. 1, 1994 (signature: H. Fendt).

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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