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**ASW 24**  
**Technical Note**  
**No. 10**

**Alexander Schleicher**  
GmbH & Co.  
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~~XX-6416~~ Poppenhausen

new zip code: D-36163

**Subject:** Improvement of the product by modifications of the fuselage.

**Serial Numbers, applicability:** ASW 24 / ASW 24 B, german document No. 366,  
A) ASW 24, Serial-Numbers (S/N) 24001 through 24226, and S/N 24229 and 24230 optional modification when for a major repair the whole fuselage must be replaced.  
B) ASW 24 B, S/N 24227 and 24228, and from S/N 24231 incl. onwards serial model version of the ASW 24 B.

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

**Reason:** For (S/N) 24227 und 24228, and from S/N 24231 including onwards the fuselage is modified in such a way that there is more room for tall pilots and improved visibility for small pilots. Also proposals of recent safety research activity are applied.

So the pedal assembly with a loger adjustment range and the back rest with integrated head rest of the ASH 26 (see proposed requirement JAR-22.788) are provided.

Removable trim discs to be installed in front of the rudder pedals are provided.

The inner cockpit side walls are redesigned. Battery/removable ballast boxes in front of the control stick assembly as well as the consoles on left and right cockpit walls and the baggage compartment left hand behind the back rest are removed.

The fittings for the lap straps are placed 55mm forward into the "H-point" (hip joint area). The belt fittings of the ASH 26 allowing narrower belt adjustment are used.

The oxygene bottle installation is changed similar to the ASW 19 or ASW 20 design. The canopy/cockpit sill is lowered in front and rear side wall areas. A new canopy frame including an integrated "Röger-Hook" type rear end for easier jettison is designed.

Instrument panel and box are redesigned. The separate radio console in the forward seatpan is removed. The instrument panel is adequately enlarged in that area. For very tall pilots a special version with reduced panel front area and more room for the knees in the instrument box is available on option.

The landing gear assembly is installed 10mm backwards and from S/N 24234 the landing gear components of the ASW 24 E are used to bring the wheel position about 25mm forward again. The vertical strut of the landing gear P/N 240.21.0002 is intentionally weakened (P/N 241.21.0035, version B) and may be optionally installed in order to avoid load peaks above the calculated ultimate load which in turn may overload the pilot's spine.

The elevator push rod guides P/N 99.000.2090 may be optionally exchanged against P/N 99.000.7195.

When all three TN 08, TN 09 and TN 10 are fulfilled for an ASW 24 it is equivalent to the model variant ASW 24B.

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**Action:** ad A):According to the drawings given in the ASW 24B drawing list the new parts of the fuselage are built and assembled.  
According to TN No.09 the water ballast system must be modified into an approved version.  
In the ASW 24 Flight Manual pages 0.4, 0.5, 2.6, 3.2, 3.3, 4.5, 6.2, 6.4, 7.2, 7.6, 7.7, 7.9, 7.12 and 7.13 are replaced by Flight Manual pages with the same number, however with date of issue from June 30, 1994. Page 0.4 must show the note "for ASW 24".  
In the ASW 24 Maintenance Manual pages 0.1, 0.4, 0.5, 1.6, 2.13, 2.18, 2.32, 2.34, 2.35, 6.9, 6.10, 6.11, 6.15, 6.16, 9.2, 9.4 through 9.6 and 10.6 are replaced by Maintenance Manual pages with the same number, however with date of issue June 30, 1994. Pages 0.4 and 9.4 most show the note "for ASW 24".  
The exchange of the pages must be documented in the chapter "record of revisions" of the manuals.

ad B):According to the drawings given in the ASW 24 B drawing list the new parts of the fuselage are built and assembled.  
According to TN No. 08 the ASW 24 B wing must be produced and the water ballast system must be modified according to TN No. 09 .  
In the ASW 24 Flight Manual the title page must be exchanged against the one of the ASW 24 B issued June 30, 1994 and the pages 0.4, 0.5, 2.6, 2.9, 3.2, 3.3, 4.5, 6.2, 6.4, 7.2, 7.6, 7.7, 7.9, 7.12 and 7.13 are replaced by Flight Manual pages with the same number, however with date of issue June 30, 1994. Pages 0.4 and 2.9 must show the note "for ASW 24 B".  
In the ASW 24 Maintenance Manual the title page must be exchanged against the one of the ASW 24 B issued June 30, 1994 and the pages 0.1, 0.4, 0.5, 1.6, 2.13, 2.18, 2.32, 2.34, 2.35, 6.9, 6.10, 6.11, 6.15, 6.16, 9.2, 9.4 through 9.6 and 10.6 are replaced by Maintenance Manual pages with the same number, however with date of issue June 30, 1994. Pages 0.4 and 9.4 must show a note "for ASW 24 B".  
The exchange of the pages must be documented in the chapter "record of revisions" of the manuals.

**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:** See above under "action".

**Weight and balance:** The exchange of a fuselage requires a Weight and Balance procedure.

**Note:** ad A):Because of the need of original molds the ASW 24B fuselage can only be built by Alexander Schleicher GmbH & Co.  
ad B):The exchange of the fuselage 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.

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General Notes: 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.

The exchange of the vertical landing gear struts P/N 240.21.0002 against version B, P/N 241.21.0035 can be done at all ASW 24 model variants and is very recommended.

The manual pages as well as the parts necessary for an exchange can be ordered from the manufacturer, Alexander Schleicher GmbH & Co. Tel. ++49 6658 890 or 8929, FAX ++49 6658 8940. Please advise model variant and serial number (S/N) of the sailplane in question.

Poppenhausen, June 30, 1994

ALEXANDER SCHLEICHER  
GmbH & Co.

i.A.    
(Lutz-W. Juntow, Gerhard Waibel)

The German original of this Technical Note has been approved by the LBA under the date of Dec. 2, 1994 (signature: H. Fendt).

The translation into English has been done by best knowledge and judgement; in case of doubt the German original is controlling.

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