

SHEET:
1 of 1

ASH 25
Technical Note
No. 2

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Subject: Aerodynamical improvement mod to the wingtips.

Serial number applicability: All serial no.s ASH 25, all variants.

Compliance: None, optional mod only on customer request.

Reason: A new wingtip geometry was developed for the purpose of influencing favorably the flow of the wingtip vortex and its rolling up behind the wing.

Action: Following drawing 250.51.S9 new wingtips are built in the mold. The existing wingtip is cut off at $y = 12,2$ m, i.e. at the outer aileron edge, and the new wingtip is scarfed in in accordance with the data given in drawing 250.51.S9.

To comply with the requirement JAR 22.883 (with the wingtip touching the ground, the associated aileron must still have full and free movement!), a wingtip skid as per drawing 250.51.0118 (P/N 99.010.8175) must be fitted to the new wingtip; the position of the skid can be seen from drawing 250.51.S9.

Material & drawings:

The material is listed in the lamination and scarf scheme on drawing 250.51.S9. In addition the following parts are required :-

- 2 off RNT-wingtips 250.51.0193
- 2 off hard foam ribs 250.51.0194
- 2 off wingtip skid 250.51.0118 (99.010.8175).

Mass and C.G.:

The change in mass is low and, therefore, the influence on empty mass and C.G. is negligible.

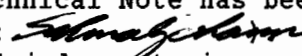
Notes:

- 1.) The span and the wing area are not changed by this mod.
- 2.) The control surface gap between aileron edge and RNT wingtip must be at least 1,5 mm.
- 3.) The new wingtips can be ordered from Messrs. Schleicher GmbH & Co.
- 4.) This mod must only be accomplished by Schleicher GmbH & Co. or any technical aviation service station holding an appropriate license.

Poppenhausen, April 25, 1989

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Dipl.-Ing. Martin Heide.

The German original of this Technical Note has been approved by the LBA under the date of 20. Juli 1989 (signature: ). The translation into English has been done by best knowledge and judgement; in any case the German original is controlling.

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