

- Subject:
1. Constructional modifications applying to the factory series production :
 - a) Layer scheme change in the wing.
 - b) Alteration of the trade designation of the fibers CXT 12/300 and 25/300.
 - c) New main pin safety device.
 - d) L/G doors tractor linkage modified.
 - e) Trim fastening pushrod replaced by a threaded pushrod.
 - f) Additional 25A-fuse for battery in baggage compartment.
 - g) Possible installation of 5m-waterbags in the outer wing.
 - h) Improvement mod to the spar caps.
 2. Drawing list supplemented.

Serial number applicability: All glider models "ASH 25" as well as all "ASH 25 in accordance with TN 1".

Compliance: None.
Action under :-
Point 1.a): for new built gliders only: this is factory production standard as of serial no.25075
Point 1.b): for new built gliders only;
Points 1.c) thru 1.g): for new built gliders; for early serial no.s this may be retrofitted optionally on customer request.
Point 1.h): production standard with s/n 25094 and as of serial no. 25096.

Reason: For the purpose of simplifying the factory production and the manufacturing course, and also because of trade designation changes and dimensional tolerances with sub-contractor parts various modifications had to be applied. Also the drawing file has been enlarged so that the drawing list had to be supplemented.

Action:

Ad 1.a): Layer scheme change in the wing
To achieve an even better paint finish quality of the wings, the outer 92110-layer was replaced by a 92145-layer in accordance with the layer scheme drawings 250.51/52.S1 and S2.

Ad 1.b): Alteration of the trade designation of the fiber CXT 12/300 and 25/300
The Carbon fibers CXT 12/300 and CXT 25/300 (used in the wing) are now designated as CST 12/300 and CST 25/300. The CXT- and CST-fibers are now as before the same material only that the cloth cross-weaving has changed. The new designation has been entered into the layer scheme drawings 250.51/52.S1 and S2.

Ad 1.c): New main pin safety device

The new main pin safety system developed for the ASW 24 can now also be used with the ASH 25 (drawings 250.11.0131 and 250.11.S6).

The handles for the main pin version II are built as per drawing 250.51.0019.

Ad 1.d): L/G doors tractor linkage modified

Because of dimensional tolerances in the diameter of the landing gear tires it became necessary to modify the landing gear doors tractor linkage. To this end this part needed to be reinforced (drawing 250.21.0025 dated 15.09.89). In addition two support points are now provided instead of the previous single support point (drawing 250.21.0100 dated 03.10.89). Installation as described in drawing 250.21.S3.

Ad 1.e): Trim fastening pushrod replaced by a threaded pushrod.

With the so far installed smooth (covered with heat shrinkable tubing) trim fastening pushrod it was possible that the trim rod slipped off and shifted the trim setting when large stick movements were applied. It is now possible to replace this by a threaded pushrod as shown in drawing 250.49.0004 dated 28.11.89 (installation drawing 250.49.S1).

Ad 1.f): Additional 25A-fuse for battery in baggage compartment.

If a glider is fitted with an additional battery (which is available as optional extra) in the baggage compartment, a 25A-fuse is fitted directly at the battery.

Ad 1.g): Possible installation of 5m-waterbags in the outer wing.

As an optional extra the customer may now also order the installation of contracted 5 m waterbags in the outer wing of his ASH 25 (drawing 250.76.0159). In that case the tube end (250.76.0160, 99.010.5473) and the tube for the waterballast valve (250.76.0161, 99.010.5474) are also required in addition. Drawing 250.76/77.S1 with the installation instructions was accordingly supplemented.

Ad 1.h): Improvement mod to the spar caps.

The stress analysis of the ASH 25 showed that the thickness of the spar caps at $y = 1,5$ m was slightly thinner than intended. In fact this was taken into account when calculating the safety factors and is covered, but it means a reduction of the safety factors at this area. In order to obtain a more even distribution of the spar cap stress this area was thickened in the spar cap mold (see drawing 221-250.51/52.S5).

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Ad 2.: Drawing list supplemented.

The drawing file was enlarged so that the drawing list had to be supplemented. Both for the "ASH 25" and for the "ASH 25 in accordance with TN no.1" a new drawing list was established under the date of 01.01.90.

Material & drawings:

Points 1.a) thru 1.h): see under "ACTION" !
Point 2.: new drawing lists dated 01.01.90.

Mass and C.G.:

Applies to points 1.a) thru 1.h) only: is negligible.

Notes:

Points 1.a). 1.b) and 1.h): This action can be accomplished only with new built gliders.
Points 1.c) thru 1.g): The accomplishment of these mods can be done by the manufacturer or by any technical aviation service station holding an appropriate license.

Poppenhausen, January 31, 1990

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The German original of this Technical Note has been approved by the LBA under the date of 24. April 1990 (signature: *Schmaier*). 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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