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Technical Note  
ASH 25 No.08  
ASH 25 E No.07

Alexander Schleicher  
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- Subject:**
1. Constructional changes applying to the factory series production:
    - a) Layer scheme change in the wing
    - b) Layer scheme change in the fuselage
  2. Installation of a stiffening at the rear L/G bulkhead.

**Serial number applicability:**

All sailplanes ASH 25, all variants, Data Sheet no. L-364.  
All powered sailplanes ASH 25 E, Data Sheet no. L-858.

**Compliance:**

Action under :-

- Point 1.a): for new built gliders only: this is factory production standard for serial no.25151, 25152, and 25155, and as of serial no.25164 onwards.
- Point 1.b): for new built gliders only: this is factory production standard for serial no.25111, 25122, 25151, 25152, and 25155, and as of serial no. 25164 onwards.
- Point 2.): for new built gliders only: this is factory production standard for serial no.25110, 25151, 25152, and 25155, and as of serial no.25160 onwards. A Technical Note to follow will cover the retrofitting of this part on earlier serial numbers.

**Reason:**

- Point 1): For the purpose of simplifying the factory production and for the aim of weight reduction, various changes were applied to layer scheme drawings.
- Point 2): To stiffen the elevator control circuit the rear L/G bulkhead has been reinforced in the area of the elevator bell crank. This is a preventive measure against excess decrease of elevator frequency caused by rigidity loss.

**Action:**

- Ad 1.a): Layer scheme change in the wing  
The CF-mats CST 12/300 and CST 25/300 (used in the wing) can be replaced by new unidirectional weaves or fabric strips from C-fibers. The additional new designations have been entered as revision into the layer scheme drawings 250.51/52.S1 and S2.  
In accordance with the new drawing 250.51.S20 changes are applied to facilitate the retrofitting of a wing separation joint at  $y = 12.2$  m.
- Ad 1.b): Layer scheme change in the fuselage  
The reinforcing Aramid fabric layers are no longer laminated right into the fuselage nose.  
The additional new designation has been entered as revision into the new Sheet 3 of the layer scheme drawing 250.11.S1.
- Ad 2.): Installation of a stiffening at the rear L/G bulkhead  
The "stiffening for L/G bulkhead rear" is installed in the fuselage in accordance with drawing 250.11.S12.

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**Material & drawings:**

Points 1.) and 2): see under "ACTION" !

**Mass and C.G.:**

Not applicable for new built gliders.

**Notes:**

These actions can only be accomplished for new built gliders.

Poppenhausen, Feb.10, 1993

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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 March 4, 1993 (signature: SCHMALJOHANN). 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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