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, 25112, 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 draw-  
   ings 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 separa-  
   tion joint at $y = 12.2$ m.  

Ad 1.b): Layer scheme change in the fuselage  
   The reinforcing Aramid fabric layers are no longer lamin-  
   ated right into the fuselage nose.  
   The additional new designation has been entered as revi-  
   sion 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.
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

ALEXANDER SCHLEICHER
GmbH & Co.

(Diä.-Ing. Martin Heide)

The German original of this Technical Note has been approved by the LBA under the date of March 4, 1993 (signature: SCHMALLJOHANN). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.