

- Subject:** Improvement of the crashworthiness and weight reduction of the fuselage.
- Serial number applicability:** All ASW 27, Document No. 389, Serial Numbers 27069 and 27070, serial version as off Serial Number 27072.
- Compliance:** None, replacement of a total fuselage, serial version in new production sailplanes.
- Reason:** Research studies sponsored by the German DOT and done by the Aachen University of Technology and published in report „Insassensicherheit bei Luftfahrtgerät“ by W.Röger, M.Conradi and T.Ohnmus, issued December 1996 allow improvement of the ASW 27 fuselage. As some tests have been done with ASW 27 shape test specimen, the results given in the report are directly applicable.
- Action:** Construct the fuselage shells by use of layer scheme 270.11.9002, sheets 1 through 19 with status 30 SEP 1997.
- Material and drawings:** See chapter „Action“ above.
- Weight (Mass) and Balance:** A „Weight and Balance“ procedure has to be done.
- Notes:** For replacement of a whole fuselage the new fuselages according to this TN 1 can also be used for Serial Numbers 27001 through 27068.
- Structural action must only be done by the manufacturer of the sailplane (A.Schleicher).
- All action has to be documented by an inspector authorised for such work in the sailplane's log book and the records of inspections.

Poppenhausen, 02 OCT 1997

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Gerhard Waibel

The German original of this Technical Note has been approved by the LBA under the date of Oct. 20, 1997 (signed by H. Fendt).

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