

Subject: Installation of a fin (tail) water ballast tank

Serial number applicability:

ASW 27, Document No. 389, Serial Number: 27168, 27169, 27171, 27173 and from Serial Number: 27174 onwards optional for new production or for all "ASW 27 B", which are equipped with wings with integrated water tanks according TN 2 where a complete fuselage or at least a new vertical tail fin must be replaced by a new one.

Compliance: None, optional on customer's request.

Reason: In order to compensate the nose heavy moment resulting from a water ballast load in the wing tanks, the tail water ballast tank in the lower fin is used, which can be drained in flight. For operational information Flight and Maintenance Manuals have to be amended.

Action: The tail water ballast tank is made and installed to the fin according to the drawing set together with the drain valve. The Bowden cable for valve operation is connected to the water ballast actuation lever. On the surface of the fin water ballast level markings are applied

When a fin (tail) water ballast tank is installed also the fitting for trim weights in front of the rudder pedals must be installed

The following Manual pages must be exchanged against new ones with the revision status „ TM 7 / 20.11.2001 Juw “. The exchange must be documented in the „Table of Revisions of the manuals.

Flight Manual: Page 0.4; 0.5; 4.1; 4.7; 4.18; 4.27 through 4.30; 6.5; 7.13 & 7.20
Maintenance Manual: Page 0.4; 0.5; 1.6; 2.14; 2.16; 2.41; 6.10; 6.11; 7.7 & 7.8

For Manual amendments please regard the following information :

When an existing Manual page which should be exchanged against a new one according to this TN is already an amended one because of an earlier TN, both pages remain in the Manual.

Material and drawings:

According to the drawings listed under :
Baugruppe (Component) 37 - Seitenflosse (fin) and
Baugruppe (Component) 77 - Wasserballast Rumpf, Sonderausführung: Hecktank in Seitenflosse (water ballast fuselage, option fin (tail) tank)

Weight (Mass) and Balance:

The differences in weight are such that a weight and balance procedure is necessary.

Notes:

Because of the need of moulds and special tools 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, Flight and/or Maintenance Manual and the records of inspections.

Poppenhausen, Nov. 20, 2001

Alexander Schleicher
GmbH & Co.

By order
(Lutz-W. Juntow)

The German original of this Technical Note has been approved by the LBA under the date of Dec. 12. 2001 (signed by Ronig).

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