

**General
Technical Note
for:**

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D - 36163 Poppenhausen

Model:	ASK 21	TN-No.	28
	ASK 23 / ASK 23 B	TN-No.	13
	ASW 19 / ASW 19 B	TN-No.	27
	ASW 20, all production series versions	TN-No.	40
	ASW 20 TOP, all production series versions	TN-No.	40
	ASW 24 Prototype	TN-No.	40
	ASW 22 / ASW 22 B / ASW 22 BL	TN-No.	11
	ASW 22 BE / ASW 22 BLE / ASW 22 M	TN-No.	6
	ASW 24 / ASW 24 B	TN-No.	11
	ASW 24 E	TN-No.	6
	ASW 24 TOP	TN-No.	4
	ASH 25	TN-No.	15
	ASH 25 E / ASH 25 M	TN-No.	13
	ASH 26	TN-No.	5
	ASH 26 E	TN-No.	9

Subject: Nose bolt with O-Ring

Serial number applicability:	ASK 21	German TC No. 339	all Serial Numbers
	ASK 23 / ASK 23 B	German TC No. 353	all Serial Numbers
	ASW 19 / ASW 19 B	German TC No. 308	all Serial Numbers
	ASW 20, all production series versions	German TC No. 314	all Serial Numbers
	ASW 20 TOP, all production series versions	German TC No. 05.851	all Serial Numbers
	ASW 24 Prototype	Serial-No. 24000	
	ASW 22 / ASW 22 B / ASW 22 BL	German TC No. 351	all Serial Numbers
	ASW 22 BE / ASW 22 BLE / ASW 22 M	German TC No. 834	all Serial Numbers
	ASW 24 / ASW 24 B	German TC No. 04.366	all Serial Numbers
	ASW 24 E	German TC No. 859	all Serial Numbers
	ASW 24 TOP	German TC No. 864	all Serial Numbers
	ASH 25	German TC No. 04.364	all Serial Numbers
	ASH 25 E / ASH 25 M	German TC No. 858	all Serial Numbers
	ASH 26	German TC No. 383	all Serial Numbers
	ASH 26 E	German TC No. 883	all Serial Numbers

Compliance: None, optional retrofit on customer's request. Serial version in new production sailplanes.

Reason: We learnt of incidents, mainly with aircraft other than Schleicher types, where pilots have flown either **without** the horizontal stab nose bolt fitted or with the nose bolt **wrongly** fitted.

These incidents cause us to incorporate an O-ring into this nose bolt so that it can no more be removed from the stabilizer leading edge and protrudes visibly if not screwed in. This feature has already successfully been incorporated into the ASW 27.

Action: In accordance with drawing 000.33.9001, Sheet 1 drill a hole into the nose fitting at the stabilizer underside and ream. As shown on Sheet 2 a groove must be milled into the nose bolt for the O-ring; afterwards the bolt must be protected against corrosion by using a suitable surface treatment (see Drawing 000.33.9001, Sheet 2). Then insert the nose bolt into the nose fitting of the horizontal stabilizer and fit the O-ring into the groove of the nose bolt. For this purpose the O-ring should be greased, e.g. with Vaseline.

Where applicable this Technical Note must be inserted as Appendix into the respective aircraft's Flight and Operations Manual (Flight and Maintenance Manual respectively) and the corresponding entry on this action must be made into the relevant "Record of Revision", or "Amendments Record", or "Index of Corrections" of the manual in question.

Material and drawings: Drawing 000.33.9001, Sheet 1, Nose fitting for bolt with O-ring in the horizontal tail
Drawing 000.33.9001, Sheet 2, Nose bolt with O-ring for horizontal tail

Notes: This action can be accomplished by a competent person. The accomplishment of this modification must be checked & certified by a licensed aviation inspector in the aircraft's log-book; Flight and Operations /Maintenance Manual and in the inspection documents.

Poppenhausen, June 28, 1999

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 March 14, 2000 (signed by Jung).

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