Subject: Installation of a pneumatic tailwheel in exchange for the tailskid.

Affected gliders: All ASK 13s.

Compliance: None; optional modification.

Reason: As of this date, all ASK 13s can be equipped with a pneumatic tailwheel instead of the tailskid. For frequent operation from hard surface runways and on extremely soft ground, a pneumatic tailwheel is more suitable than the tailskid; besides, the longitudinal stability during take-off run is improved.

Action: According to drawing "Installation of pneumatic tailwheel" dated Feb.1, 1986, the fuselage is modified and the tailwheel installed. Depending on the new C.G. position a corresponding trim mass must be fixed in the fuselage nose below the front foot panel (see Fig.1).

Material & drawings: See the drawing stated in the above para "Action".

Mass and C.G.: owing to this modification the mass of the non-lift producing parts is increased by approx. 250 g and the C.G. is moved back by approx. 3 mm (0.12 in). Therefore, it is necessary to redetermine the mass and C.G. data. If the result of the C.G. weighing shows that the permissible C.G. range is exceeded, the short mass must be calculated and a corresponding trim weight must be fixed in the fuselage nose (see Fig.1).

Notes: This modification must be accomplished only by the manufacturer or by a technical aviation service station holding an appropriate license; the accomplishment must be certified in the glider logbook and in the inspection certificates.

Poppenhausen, February 5, 1986

ALEXANDER SCHLEICHER
GmbK & Co.

The German original of this Technical Note has been approved by the LKA under the date of Feb.21,1986 (signature: FRX6). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.
Fig. 1

1730 mm vor Bezugspunkt (BP) in front of the datum point (= BP)

je nach Schwerpunktlage Trimmasse an den Abstreubungen unter dem Tritt Brett montieren!

According to the measured C.G. data the corresponding trim mass must be fixed at the bracings below the foot panel!