

Sheet No. 1 and 2  
Number of sheets: 4

ASW 15  
Technical Note  
No. 3

**Alexander Schleicher**  
Segelflugzeugbau  
6416 Poppenhausen

**Subject:** Inspection and stiffener of the rudder-nose.

**Effectivity:** ASW 15, serial numbers 15002 to 15035.

**Accomplishment:** Instantly.

**Reason:** During long voyages in hot climates temperatures of more than 70°C must have been in the seacrates.  
It seems to be possible, that the rudder-nose got deformations under these conditions. (such temperatures may also be possible in closed trailers.)  
In two cases blocking of the rudder could be noted after a full deflection to the right during the preflight-check. These two incidents give the reason for inspection and stiffening of the rudder-nose.

**Instructions:** 1) Inspection if the gap between fin and rudder will be according to the dates in drawing No. 1.  
If the gap is sufficient go on with chapter 2 (following).  
If the gap is too narrow, one must heat the rudder nose with an electric heater-ventilator. (To do this the rudder must be installed to the aircraft and fully deflected to the right. Other parts, than the nose must be protected against hot air by wood or foam) The hot and therefore deformable nose is bent inward ( see drawing 2) until the gap is sufficient.  
2) The rudder will now be taken away from the fin and the stiffeners are installed according to drawing No. 150 36/7 Bl.30.  
Glue joints must be well prepared and sanded. Afterwards the new parts and the glue joints must be conserved by a suitable paint.  
Now the rudder can be installed again.

**Material:** Plywood-parts according to drawing No. 150 36/7 Bl. 30.

**Weight and balance.** The modification is neglectable in this point because of its small weight of about 100 grams.

**Remarks:** The modification according to the note has been made since serial number 15036 by our firm.  
The derigging of the rudder is started with the hinge and then the push pull rod is unlinked.

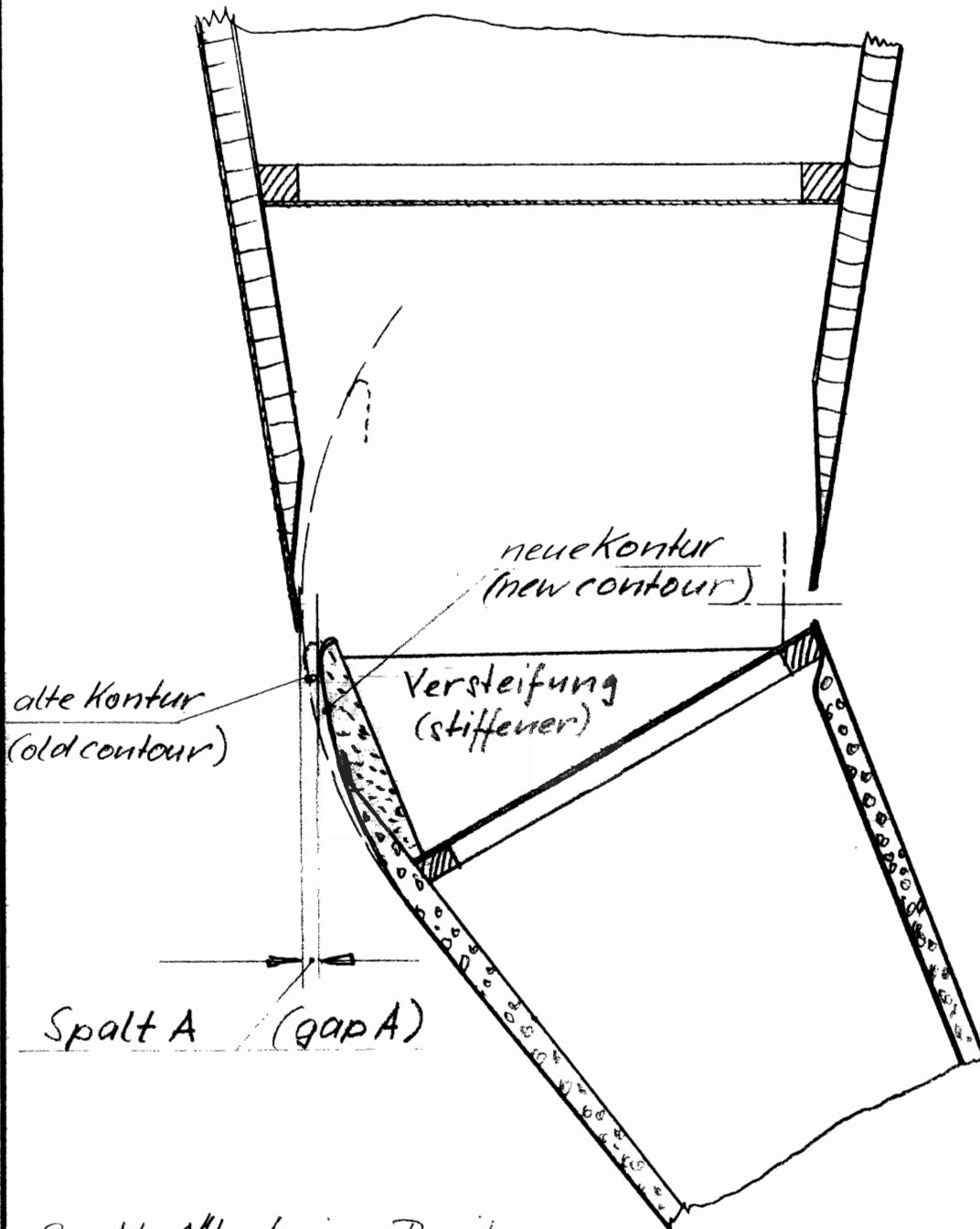
Poppenhausen, the 4th of February 1970

ALEXANDER SCHLEICHER  
Segelflugzeugbau

*G. Waibel*

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Federal Republic of Germany).

Skizze 1 (drawing N° 1)



Spalt „A“ hat eine Breite von  
2÷3mm am unteren Gelenk und  
verjüngt sich auf 1÷2mm am  
oberen Ende des Seitenleitwerks.

Gap „A“ is  $\frac{3}{32}$ " wide on the lower  
hinge and is tapered to  $\frac{1}{16}$ "  
width at the upper end of the  
vertical tail

Skizze 2 (drawing N°2)

Holz, Balsaholz  
oder Schaumstoff  
als Wärmeschutz

wood, balsa or  
styrofoam as  
heat protection

Heiße Luft  
hot air

Holz, Balssa oder Schaum  
wood, balsa or styro-foam

