

Sheet : 1
Number of Sheets : 2

A S W 15
Technical Note
No. 17 (a,b,c)

Alexander Schleicher
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Kind : Change of production material

Subject : Replacement of older fiberglass cloth by modern weavings

Effectivity : A S W 15 B since Serial Number 15 392 optional on new construction

Accomplishment : None, alternative use if fiberglass cloth 92 145 is not available

Reason : The fiberglass cloth manufacturer has taken the cloth 92 145 out of his permanent production line. It is only made to order and therefore not always available.

Instructions : According to the drawings 151/150.11.8.37 (TN 17a, fuselage) and the drawings 151.51.8.38 and 151.51.8.39 (TN 17b, wing), and the revised drawing 151.150.34 Bl.15 (TN 17c, all-flying tail) the airframe members are constructed.

Material : According to above - mentioned drawings the cloth 92 145 is replaced by cloth 92 147 or cloth 92 148.

Weight and Balance : Airframe members built with cloth 92 147 or 92 148 will be somewhat heavier in theory (0,6 kp per aircraft.) Compared to the weight differences noticed in serial construction, this will be critical in no case.
For new construction or repairs, weight and balance is necessary when whole airframe members are replaced according to TN 17.

Remarks : 1. For repairs, where whole airframe members are replaced, fuselages according TN 17 a may be used for all ASW 15 B and, together with TN 8, also on all ASW 15.
2. Wings according TN 17b may be used for all ASW 15 B pairwise .
3. All-flying tails according to TN 17c may be used for all ASW 15 B pairwise.
4. For this TN structural substantiation is found on pages 4203 f and 6013 to 6018 of the ASW 15 B substantiation.

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A S W 1 5
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- Drawings : 1. For this TN the following drawings have been made new :
- 151/150.11.8 37
 - 151. 51. 8 38
 - 151. 51. 8 39
2. Drawing
151/150.34 Bl. 15
is revised with date 9. 10. 74
3. 151/150.11.8 37
replaces 151/150.11. Bl. 6
151. 51. 8 38
replaces 151. 51. 8 25
151. 51. 8 39
replaces 151. 51. 8 26

Poppenhausen, 10th December, 1974

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