

Subject: Installation of a tailwheel instead of the plastic foam tailskid.

Affected gliders: Optional for all ASW 15 and ASW 15 B.

Compliance: None.

Reason: For frequent operation from hard surface runways a tailwheel is more comfortable than a plastic foam tailskid with its wear plate.

Action:

1. Make the parts:

	<u>Factory Standard-No.</u>
1 Radkasten (wheel housing)	99.010.5470
2 Beschläge f. Spornrad (tailwheel fittings)	99.000.0987
2 Distanzbuchsen (bushings)	99.104.0002
1 Achse (axle)	99.104.0001
+ 1 Rad 210 x 65, komplett (wheel 210 x 65 complete)	

and glue them into the fuselage tail area according to drawings 150.29.1001 and 200.29.S1, sheets 1 - 4.

The FRP-laminate ① = 3 layers 92140 ✕ must be put around the wheel housing.

Now the edge has to be faired by means of Centicell-foam and microballoon filler (100 parts in weight of Epikote 162, 38 parts in weight of Epikure 113 and max. 25 parts in weight of microballoons).

The surface is covered with laminate ④ = 1 layer 92110 (see drawing 200.29.S 1, sheets 1 and 3).

All external surfaces are filled with light-weight Polyester filler and then painted with Polyester gelcoat no.03-69 469 mixed with 3% hardener 07-20 500; subsequently they are sanded.

2. In the Flight and Operations Manual the page 19 (ASW 15) respectively the page 22 (ASW 15B) must be completed with

the following
supplement: ** If a tailwheel of size 210 x 65

is installed, its tire pressure must be 2,3 to 2,5 bar (33 to 35,5 p.s.i.).

Weight & balance:

After the installation of the tailwheel the weight of the fuselage is increased by about 1,5 kg (~ 3 lbs) and the empty weight C.G. is moved backwards by approx. 25 mm (1 inch). So after the installation of the tailwheel a weight and balance procedure must be carried out.

Notes:

1. Prior to the installation it has to be checked whether the additional weight does not unacceptably reduce the payload and/or the C.G. limits.
2. Original parts
are available from Schleicher.

Drawings:

See "Action "

Poppenhausen, 14.01.91

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This Technical Note has been approved by the LBA under the date of 21.01.1991, and has been signed by Mr. Skov.

The translation into English of this Technical Note no.15 has been done by best knowledge and judgement. In any case of doubt the German original is authoritative.