

Table of AD-Notes and Technical Notes

**ALEXANDER SCHLEICHER**

GMBH & CO

Segelflugzeugbau  
D-36163 Poppenhausen

Type: **ASW 19**

Data Sheet No.: **308**

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License: **DE.21G.0010**

TN-No	LBA-AD-No. Issue Date	TN Issue Date	Version & Serial no.s affected	Subject	Compliance	Inspection Ref.
<b>1</b>		<b>17.08.76</b> LBA- app.:27.09.76	all ASW 19	Exchange of material	none, optional mod only	
<b>2</b>	<b>76-258</b> <b>03.09.76</b>	<b>06.09.76</b> LBA-app.:08.09.76	all ASW 19 without upper horn type mass balance S/N 19019 thru 19037, 19040 and 19042 thru 19044	Stiffening of rudder surface panel	at the latest respectively <b>Dec. 30, 1976</b>	
<b>3</b>		<b>18.01.77</b> LBA-app.:25.01.77	all ASW 19 S/N19001 thru 19096 as of 19097 serial standard	Modification of the water ballast dumping system	none, optional mod only	
<b>4a+</b> <b>b</b>		<b>18.01.77</b> LBA-app.:01.02.77	all ASW 19 S/N19001 thru 19096 incl.	<u>Improvement</u> TN 4a: Installation of the ASW 20 landing gear into the ASW 19 TN 4b: Modifiacation of the ASW 19 landing gear such that the landing gear door open wider (This TN can only be effected if TN 3 is carried out simultaneously)	none, optional mod only	
<b>5</b>		<b>12.02.77</b> LBA-app.: 08.03.77	all ASW 19 <u>for registration in the Netherlands</u>	Some structural modification are necessary for the Netherlands (Issue only in german language)	only for Export to Netherland	
<b>6a+</b> <b>b</b>		<b>12.06.78</b> LBA-app.: 26.06.78	all ASW 19 S/N19001 thru 19225 as of 19226 serial standard	<u>Improvement</u> TN 6a: Higher all up weight TN 6b: Installation of a friction trim	none, optional mod only	
<b>7</b>	<b>78-303</b> <b>13.11.78</b>	<b>11.09.78</b> LBA-app.:20.10.78	all ASW 19 S/N19001 thru 19232 as of 19233serial standard	Safety measures for inspection hole cover in fuselage	action to be accomplished until the next annual C. of A. inspection,	
<b>8</b>		<b>11.09.78</b> LBA- app.:24.11.78	all ASW 19 as of S/N 19255 serial standard	Front and rear wing attachment tube crossing fuselage	none, for new production-line or major repair	

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<b>9</b>		<b>11.09.78</b> LBA-app.:15.01.79	all ASW 19 as of S/N 19271 serial standard	Weight saving as product improvement	none, for new production-line	
<b>10</b>		<b>12.09.78</b> LBA-app.:29.11.78	all ASW 19 as of S/N 19261 serial standard	Change of wing glass layer plan and modification of forward wingroot tangential force reinforcement	none, for new production-line	
<b>11</b>		<b>03.07.78</b> LBA-app.:03.07.78	all ASW 19	Bigger airbrake area (modified by Dipl.-Ing. G. Stich, Germany)	none, optional mod only	
<b>11</b> Issue II		<b>06.12.95</b>	all ASW 19	Bigger airbrake area (modified by Dipl.-Ing. G. Stich, Germany)	none, optional mod only	
<b>11 b</b>		<b>12.09.79</b> LBA-app.:30.01.84	all ASW 19 as of S/N 19289 incl. 19286	Series production of bigger airbrake according to TN no. 11	none, for new production-line	
<b>12</b>		<b>20.11.78</b> LBA-app.:31.01.79	all ASW 19 as of S/N 19271 serial standard	Modification of aileron and elevator hinge fittings (control surface side)	none, for new production-line or major repair	
<b>13</b>		<b>16.10.85</b> LBA-app.:31.10.85	all ASW 19 and ASW 19 B	Improvement of the wheel brake operation (Issue II)	none, optional mod only	
<b>14</b>		<b>12.09.79</b> LBA-app.:01.02.80	all ASW 19 and ASW 19 B	Conversion of the ASW 19 from FAI Standard Class glider into a Club Class variant and vice versa	none, optional mod only	
<b>--</b>	<b>81-74/2</b> <b>24.04.81</b>	<b>ohne</b>	all ASW 19 all model variants	It may be possible that the aileron hinge shaft ist not correctly secured	prior to the next flight after publication of this AD to see	

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<b>15</b>		<b>03.08.83</b> LBA-app.:19.08.83	all ASW 19 and ASW 19 B	Installation of a tailwheel instead of the plastic foam tailskid	none, optional mod only	
<b>16</b>	<b>84-31</b> <b>06.03.84</b>	<b>01.02.84</b> LBA-app.:07.02.84	all ASW 19 and ASW 19 B S/N 19001 thru 19399 incl.	Continued airworthiness; Amendment to the Flight and Operations Manual	before reaching a service time of 3000 hours, prior to the next annual inspection, but no later than <b>Dec. 31, 1984</b>	
<b>17</b>	<b>84-65</b> <b>04.05.84</b>	<b>27.03.84</b> LBA-app.:16.04.84	all ASW 19 and ASW 19 B S/N 19001 thru 19399 with the exception of 19019 and 19210	Continued airworthiness; Precautions against elevator flutter	action 1: prior to the next flight action 2: not later than <b>July 1, 1984</b>	
<b>18</b>	<b>84-115</b> <b>16.07.84</b>	<b>03.07.84</b> LBA-app.:10.07.84	all ASW 19 and ASW 19 B S/N 19001 thru 19405	Possible incorrect mounting of the tow release cable guiding fittings, resulting in malfunction	prior to the next take-off	
<b>--</b>	<b>82-216</b> <b>09.11.82</b>	<b>without</b>	ASW 19 all model variants	Speezed "Nico-press" sleeves	action to be accomplished until the next annual C. of A. inspection, but before or on <b>31.01.1983</b> , at the latest	
<b>19</b>		<b>19.10.84</b> LBA-app.:05.11.84	all ASW 19 and ASW 19 B except for S/N 19390, 19398, 19399 and 19402	New canopy frame with folding up instrument panel and emergency jettison device	none, only with new-built gliders or with major repairs of older gliders	
<b>20</b>		<b>16.01.85</b> LBA-app.:11.02.85	all ASW 19 and ASW 19 B	Instrument binnacle hinging upwards with the canopy, additionally, new canopy locking swivel handles	none, optional mod only	
<b>21</b>		<b>17.02.86</b> LBA-app.:0303.86	all ASW 19 and ASW 19 B	Instrument binnacle hinging upwards with the canopy (Schleicher-version)	none, optional mod only	
<b>22</b>		<b>08.10.86</b> LBA-app.:29.10.86	all ASW 19 and ASW 19 B as of S/N 19001	Automatic elevator connection	none, optional mod only	

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<b>23</b>		<b>17.01.90</b> LBA-app.:01.03.90	all ASW 19 and ASW 19 B	New production series tow release couplings for aerotow and winch launch	none, applicable to new built gliders and in case of replacement of tow release couplings	
--	<b>1993-001/3</b> 09.04.98 supersedes 93-001/2 dated 20.04.94 and 93-001 dated 03.03.93	<b>without</b>	ASW 19 all model variants	Locking of L'Hotellier connectors	action to be accomplished until the next annual C. of A. inspection, but before or on 30.04.1994, at the latest respectively <b>May 15,1998</b>	
<b>24</b>		<b>24.11.93</b> LBA-app.:30.11.93	all ASW 19 and ASW 19 B	Securing of L'HOTELLIER quick-release connectors (ball and swivel joints) as per Airworthiness Directive (AD) "93-001 L'HOTELLIER" of the German Civil Aviation Authority (LBA) dated March 3, 1993	none, optional mod only	
<b>25</b>	<b>97-010</b> <b>30.01.97</b>	<b>21.10.96</b> LBA-app.:26.11.96	all ASW 19 and ASW 19 B all serial numbers	A) Amendment of the Maintenance Manual Inspection Program to increase the Service Life	A) Prior to the next annual C. of A. inspection, but before or on <b>March 31, 1997</b> B) prior to reaching a total service life of 3000 hours, and 6000 flight hours respectively	
<b>308-26</b>		<b>30.12.98</b> LBA-app.:08.02.99 Manufactured by FBW-Flugzeugbau GmbH	all ASW 19 and ASW 19 B all serial numbers	Modification of the wing tip edge (winglets)	none, optional mod only; optional, when the mass of the right wing as well as the left wing ist not less than 70 kg	
<b>27</b>		<b>28.06.99</b> LBA-app.: 14.03.00	all ASW 19 and ASW 19 B all serial numbers	Nose bolt with O-Ring for horizontal tail (provisional only in german issue)	none, optional mod only	
<b>28</b>		<b>14.01.08</b> EASA-app.: 11.01.08	all ASW 19 and ASW 19 B all serial numbers	Installation of transponder antennas inside the fuselage behind the landing gear	none, optional on customer's request	

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<b>29</b>		<b>21.08.08</b> EASA-app.: --	all ASW 19 and ASW 19 B all serial numbers	Retrofit of a forward tow release	none, optional on customer's request	