

<b>Subject:</b>	Additional wheel brake lever on the front stick
<b>Applicability:</b>	<b>ASK 21 B</b> ; Type-Certificate EASA.A.221; all serial numbers
<b>Classification:</b>	Major Change
<b>Urgency:</b>	none, optional modification
<b>Reason:</b>	To facilitate the ground handling - if, for example, a hand-operated rudder control is installed and the pilot is operating the rudder with his left hand - a wheel brake lever can be installed on the front stick.
<b>Action:</b>	<p>The installation requires that a straight stick (211.48.0007) and the associated trim lever (211.49.0010) is fitted in the front cockpit.</p> <p>A hydraulic brake lever is installed on the front control stick. This needs a bypass function and must be adopted to the hydraulic ratio of the calliper (e.g. master cylinder HBGD, company TOST). The hydraulic line leads from the master cylinder to the brake lever on the stick and from this to the calliper, instead of the former direct connection of master cylinder and calliper (see drawing 211.11.9015).</p> <p>During installation, ensure that:</p> <ul style="list-style-type: none"><li>- The brake lever does not interfere with the instrument panel, especially in the foremost stick position.</li><li>- The trim lever does not interfere with the brake lever.</li><li>- The mounting of the brake lever fits on the tube diameter of the stick (Ø24 mm).</li><li>- The freedom of movement of the control system is not impaired by the brake hoses.</li></ul> <p>Supplementing the <b>Flight Manual</b>: Insert document "D" (TN 4 - Additional wheel brake lever on the front stick) in section 9 at the end of the Flight Manual and register it in the list on page 9.2</p> <p>Supplementing the <b>Maintenance Manual</b>: Insert document "B" (TN 4 - Additional wheel brake lever on the front stick) in section 13 at the end of the Flight Manual and register it in the list on page 13.2</p>
<b>Material and Drawings:</b>	See Action
<b>Mass and Balance:</b>	A new weighing has to be made.

**Notes:**

The structural measures must only be accomplished by the manufacturer Alexander Schleicher or by qualified staff according to applicable law (European Union Commission Regulation (EC) 1321/2014 Part M).

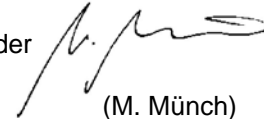
All actions have to be inspected as complex maintenance by certifying staff according to M.A.801 (EC 1321/2014) and have to be certified in the sailplane inspection documents and in the sailplane logbook. The change to the manual is considered being eligible for release by the pilot-owner pursuant to M.A.801(b)3 and must be entered on the page „Record of Revisions“ and in the „List of effective pages“.

In countries outside the scope of EC 1321/2014 the corresponding national rules shall apply.

Poppenhausen, 05.09.2019

**Alexander Schleicher**  
GmbH & Co.

by order



(M. Münch)

This Technical Note bases on a change, which was approved by EASA under the minor / major change approval EASA 10071096.