

9.1 Introduction

This Section contains the appropriate supplements necessary to safely and efficiently operate the powered sailplane when equipped with various optional systems and equipment not provided with the standard powered sailplane.

9.2 List of inserted supplements

- (1) Oxygen-system installation
- (2) Emergency Location Transmitter
- (3) Optional wing fuel bag(s)
- (A) Wing tip extension 26.9 m

9.3 Supplements inserted

(1) Oxygen-system installation:

When flying at greater heights while using the oxygen system, it should be borne in mind that a particular system may only be suitable for a limited altitude range.

The manufacturer's instructions should be followed.

See section 7.13 (1) !

(2) Emergency location transmitter

See section 7.13 (2) of this manual!

(3) Optional wing fuel bag(s)

See section 7.10 of this manual!

(A) Wing tip extension 26.9 m

See Appendix A of this manual!

A Wing tip extension 26.9 m

A.1 General

A.1.1 Introduction

Besides of the existing wing tips (25 m / 82 ft wingspan) and wing tip extensions with detachable winglets (26.58 m / 87.2 ft wingspan, TN 8 a/b) it is possible according TN 19 to install other wing tip extensions with detachable winglets. These wing tip extensions increase the wingspan to 26.99 m / 88.55 ft.

A.1.2 Type Certification Basis

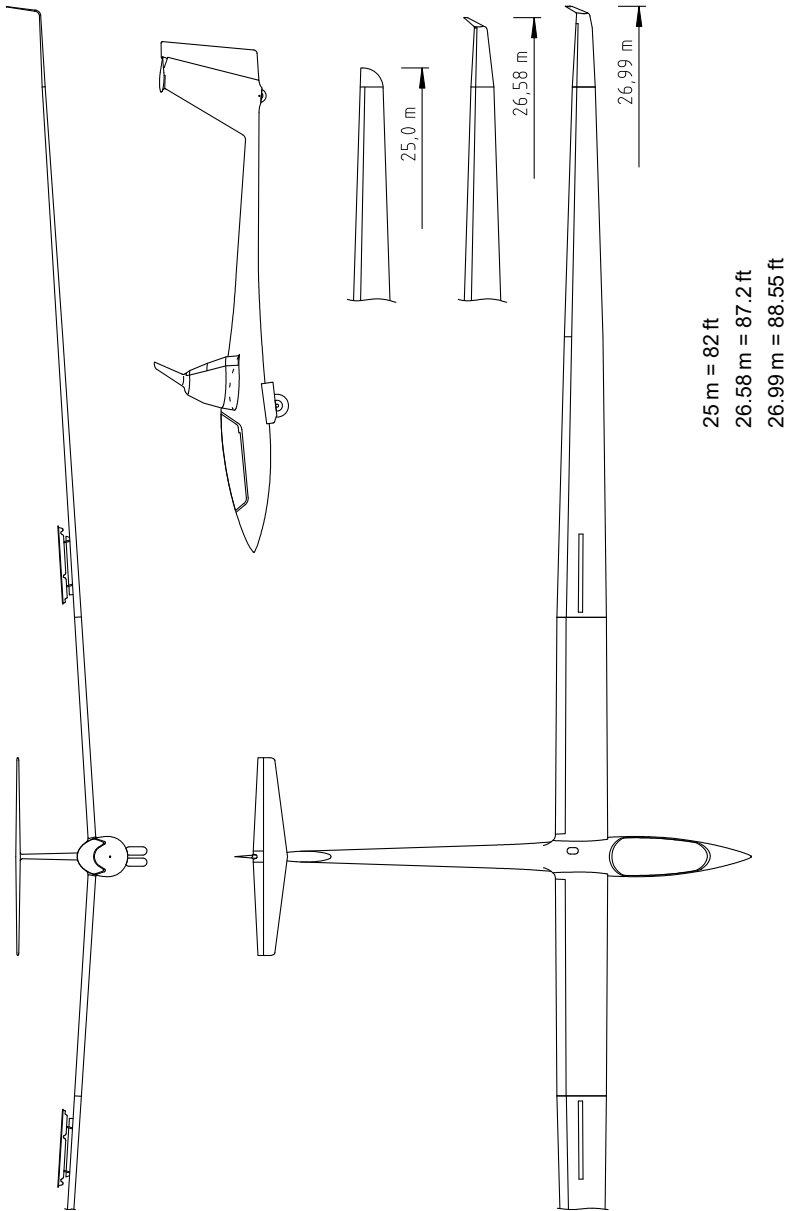
The certification basis of the basic aircraft model is applied without changes for this modification.

A.1.3 Technical Data

| | | |
|----------------|-----------------------|------------------------|
| Wingspan | 26.99 m | 88.55 ft |
| Winglet height | 0.447 m | 1.467 ft |
| Wing area | 16.857 m ² | 181.45 ft ² |

The further technical data are equal to the basic aircraft model.

A.1.4 Three View Drawing



A.2 Operating Limitations and Data

The operating limitations and data of the existing wing tip extensions according TN 8 a/b remain valid.

A.2.1 Operating Limitations Placard

In case of operating the aircraft using the new wing tip extensions (26.99 m / 88.55 ft wingspan) the following placard has to be affixed near by the "DATA and LOADING PLACARD":

If operated using 26.99 m / 88.55 ft wingspan (TN 19), an increased empty mass by 2.5 kg / 5.5 lbs compared with operation using 26.58 m / 87.2 ft wingspan has to be regarded!

A.3 Emergency Procedures

The emergency procedures of the basic aircraft model have to be applied without any changes.

A.4 Normal Operating Procedures

WARNING

It is only allowed to rig wing tip extensions, which belong to a certain wingspan version (pairwise). The different wing tip extensions are easily distinguishable from each other by the shape of the winglets.

The ASW 22 BLE with the new wing tip extensions (26.99 m / 88.55 ft) behaves very similar to the ASW 22 BLE with the existing wing tip extensions (26.58 m / 87.2 ft) because of the very similar geometry. The slightly increased wing area (slightly increased wing span and slightly increased chord of the wing tip extension) results in a slightly more docile behaviour. Therefore, the manoeuvrability is minimal poorer.

Because of this, all normal operational procedures of the existing wing tip extensions according TN 8 a/b apply without any changes. Especially the rigging and derigging is done in the same way as in case of the existing wing tip extensions (TN 8 a/b).

A.5 Performance

The performance data of the existing wing tip extensions according TN 8 a/b remain valid.

A.6 Mass (Weight) and Balance, C.G. Position

The mass (weight) and C.G. position have to be determined in the same procedure as for the existing wing tip extensions according TN 8 a/b.

For the C.G. position the initial variant having the detachable wing tips (25 m / 82 ft wingspan) is the most critical! The new wing tip extensions (26.99 m / 88.55 ft) are about 1.25 kg / 2.75 lbs heavier apiece in comparison to the existing wing tip extensions (26.58 m / 87.2 ft). This means the aircraft's empty mass is increased by 2.5 kg / 5.5 lbs compared to the existing wing tip extensions with 26.58 m / 87.2 ft wingspan. The weight of the non-lifting parts and the payload in the fuselage remain unaffected. The increased empty mass has to be regarded for flights using the aircraft's maximum mass.

A.7 Description of the Sailplane, its Systems and Equipment

The basic design of the new wing tip extensions is equal to the existing wing tip extensions. Thus, no changes of the description of the sailplane, its systems and equipment exist.

A.8 Aircraft Handling, Care and Maintenance

The instructions for aircraft handling, care and maintenance of the existing wing tip extensions according TN 8 a/b remain valid.

The instructions for the basic aircraft are unaffected by this TN 19.