ASW 19, ASW 20
Maintenance Instruction
C

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Kind : Maintenance Instruction.

Subject : Adjustment of the airbrakes.

Effectivity : All ASW 19s and ASW 20s.

Accomplishment : If necessary.

Reason : After some time in service it is noticed - specially in steep turns and in pullup maneuvers - that the airbrake cover plates are lifted.
In some few cases these covers started vibrations at high speeds at an estimated 40 cycles frequency which was first misinterpreted for the ASW 20 as flutter of the flaps.

The airbrakes are locked inside the wing and because of the springs of the cover sheet the airbrake controls are under permanent stress as long as the airbrakes are closed.
The permanent high dead lock forces cause the bearings inside the wing to settle and, therefore, the linkage must be adjusted after some time in service.

Instructions : The enclosed sketch shows a spheric control link which must be turned out by 1/2 or 1 turn. For this purpose the lock nut as well as the bolt M6 crossing the ball must be removed.
It cannot be helped to reinstall and safety all the control links prior to the test flight. If necessary the whole procedure perhaps must be repeated, i.e. if the airbrakes are still somewhat lifted.

Material : New safety nut M6, if needed.

Weight and balance : No change.

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Notes :

1. The above-mentioned instructions have no connexion with the airbrake lock adjustment described in the Operations Manual.
   However, it is recommended to check the proper airbrake lock by the cockpit lever according to the Operations Manual after the job according to this instruction has been done.

2. After the completion of this job the forces to lock the airbrakes are higher as the airbrakes are pulled more strongly inside the wing and the cover sheet springs are under higher tensin. Therefore, the airbrakes can only be adjusted to such a degree so that the forces at the cockpit lever are still tolerable.

3. Since 1978 we use more elastic springs for the cover sheets which may be recognized by their silver metallic surface. The former springs are dark grey. If any springs become weak, the new springs may be fitted in their place, even single pieces.

Poppenhausen, February 15, 1979

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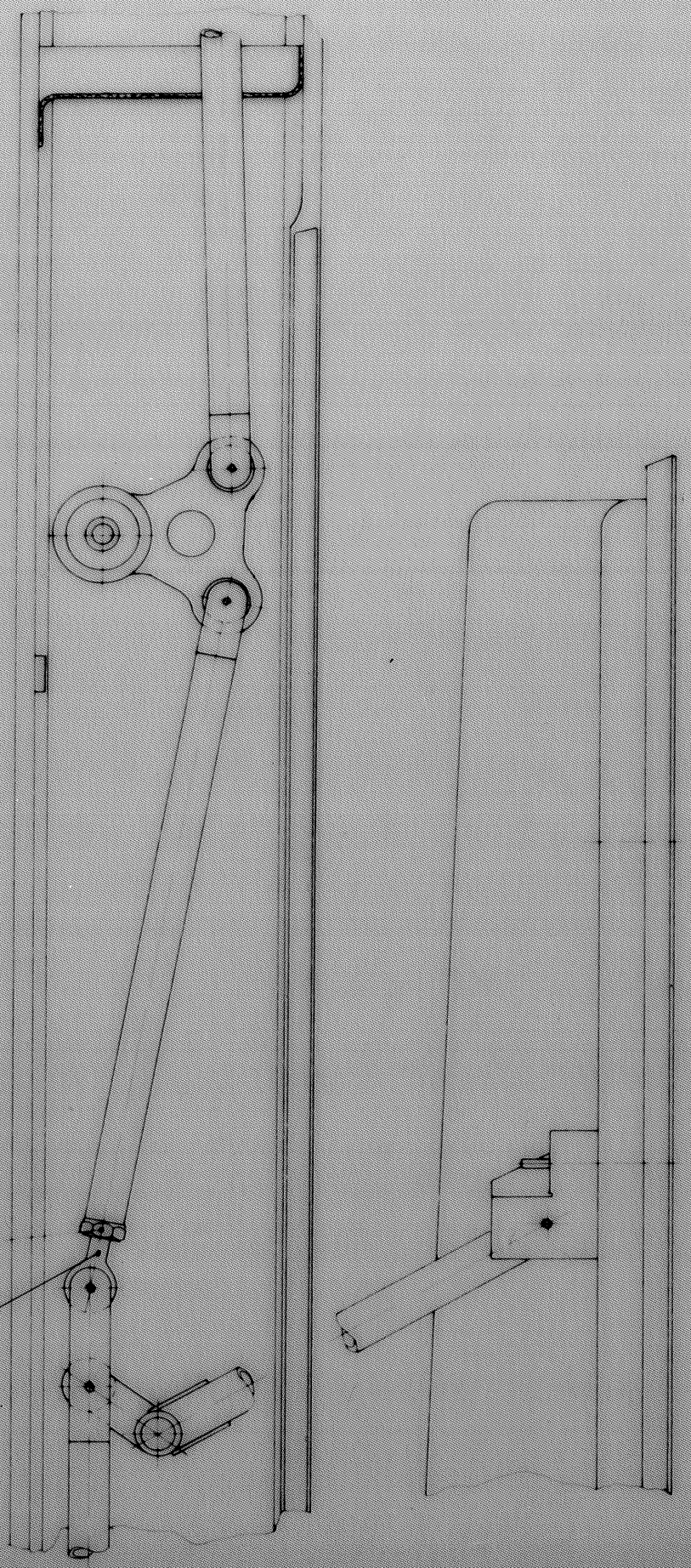

Siehe Blatt 1, unter
Maßnahmen

see sheet 1
"Instructions"