

Subject:	Inspection of wing root ribs								
Applicability:	ASW 15; Type-Certificate LBA 272; all models and serial numbers built with wooden wing root ribs								
Classification:	Major Change								
Urgency:	Action A) and B): Within 30 days after the effective date of this technical note if the sailplane was built with wooden wing root ribs Action C): If damage is found								
Reason:	<p>During the maintenance or other inspections on sailplanes of type ASW 15 several times damaged root ribs at the wings were found. The damage can be found only during an inspection from the inner side. Therefore, it cannot be excluded that other ASW 15 are affected by this issue, too. The strength of the root rib section as required by the type design cannot be ensured with damaged or improperly repaired root ribs.</p> <p>A periodic inspection and a repair method are introduced to solve this issue.</p> <p>Following the publication of the TN 29 (initial issue) and the belonging EASA AD2021-0187 several customers reported that also some sailplanes of the model ASW 15 B are equipped with wooden wing root ribs. Accordingly, the actions of this technical note have to be applied for this model too, if the sailplane was built with wooden wing root ribs.</p>								
Action:	<p>A) Inspection</p> <p>Inspect the root ribs at the wings for any damage according to the maintenance instruction G for the ASW 15.</p> <p>B) Exchange of manual pages</p> <p>Model ASW 15:</p> <p>Exchange page 22A at the Flight and Operations Manual for the ASW 15 by a new version with the same page number and the revision remark TN 29. The exchange of the page at the manual must be documented on page 3 "Amendments to the manual".</p> <p>Model ASW 15 B:</p> <p>Exchange page 27A at the Flight and Operations Manual for the ASW 15 B by a new version with the same page number and the revision remark TN 29. The exchange of the page at the manual must be documented on page 3 "Amendments to the manual".</p> <p>C) Repair</p> <p>If damaged root ribs or ribs with non-approved repairs were found during the inspection according action A) the ribs have to be replaced by new ribs. The replacement has to be done in accordance with the belonging repair instruction using the ribs from the ASW 15B:</p> <table><tr><td>151.51.1025</td><td>Root rib front left ("Wurzelrippen-Nasenteil li., einbaufertig")</td></tr><tr><td>151.52.1025</td><td>Root rib front right ("Wurzelrippen-Nasenteil re., einbaufertig")</td></tr><tr><td>151.51.1026</td><td>Root rib rear left ("Wurzelrippen-Hinterteil li., einbaufertig")</td></tr><tr><td>151.52.1026</td><td>Root rib rear right ("Wurzelrippen-Hinterteil re., einbaufertig")</td></tr></table>	151.51.1025	Root rib front left ("Wurzelrippen-Nasenteil li., einbaufertig")	151.52.1025	Root rib front right ("Wurzelrippen-Nasenteil re., einbaufertig")	151.51.1026	Root rib rear left ("Wurzelrippen-Hinterteil li., einbaufertig")	151.52.1026	Root rib rear right ("Wurzelrippen-Hinterteil re., einbaufertig")
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Material and Drawings:	See Action								
Mass and Balance:	In case of a repair the change in mass and C. of G. position has to be determined by weighing.								

Notes: The inspection has to be considered as a non-complex maintenance task regarding aviation law. The respective regulations must be applied. In case of a repair, it has to be considered as a complex maintenance task.

Poppenhausen, 04.05.2022

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i.A. 
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This Technical Note bases on a change, which was approved by EASA under the major change approval EASA 10076759 Rev.1.