

# ASW 15 B OPERATION MANUAL

The play is removed by fitting thin metal washers between fuselage wingroot pins and their metal fitting in the fuselage. The pins are slid out of the fuselage tubes by fitting a steel rod through the hole in the opposite pin, and driving the pin out from the inside with a hammer. It should be possible to drive the pin back into place, after fitting the metal washer, using only a 500 g (1 lb) hammer and a few blows. If it returns too easily, then either knurl the seating area slightly until a tight fit is obtained again, or secure the pin by means of a 4 mm Ø (1/6 inch) bolt and nut which you have to drill through the fuselage tube and the pin.

With major repairs on the control surfaces there is the risk that they become heavier and that by this the C.G. of the control surface moves back. This can lead to flutter. It is therefore recommended to make a light weight repair and to contact the manufacturer for the max. permissible tolerances.

During each annual re-inspection as well as after hard landings, crashes or similar incidents, the elevator actuator bellcrank inside the fin has to be inspected in accordance with TN no. 21. (This is no longer applicable after the accomplishment of TN no 22, LTA 82-221 !)

Also during each annual re-inspection the spar inside must be inspected thoroughly for penetrated water, discoloration or wood-destroying mould fungi attack in accordance with TN no. 23 "Action point 1.1".

The root ribs of the wings have to be inspected according the maintenance instruction G for ASW 15 for any damage at least once a year. The inspection can be omitted if ribs of the latest version (laminated ribs) are installed according to TN 29.

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