

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G84EU Revision 2 SCHLEICHER ASW24 ASW24B May 14, 1998
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TYPE CERTIFICATE DATA SHEET No. G84EU

This data sheet which is a part of Type Certificate No. G84EU prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder. Alexander Schleicher GmbH & Co.
 Segelflugzeugbau, Huhnrain 1
 D-36161 Poppenhausen
 Germany

Type Certification in the Full type certification issued by the LBA.
Germany. Date of type approval: March 7, 1989

I. Model ASW 24 and ASW 24B, approved March 3, 1995.

<u>Airspeed Limits (I.A.S.).</u>	V _{NE} (Never exceed):		
	<u>Altitude</u>		<u>Speeds</u>
	0-3000 m (9843 ft)	174 mph	280 km/h (151 kts)
	5000 m (16404 ft)	156 mph	250 km/h (135 kts)
	7000 m (22966 ft)	140 mph	225 km/h (121 kts)
	9000 m (29528 ft)	124 mph	200 km/h (108 kts)
	11000 m (36089 ft)	109 mph	175 km/h (94 kts)
	13000 m (42651 ft)	93 mph	150 km/h (81 kts)
	V _B (in rough air)	127 mph	205 km/h 111 kts
	V _A (Maneuvering)	127 mph	205 km/h 111 kts
	Air Brakes	174 mph	280 km/h 151 kts
	V _T Max. speed aero tow	112 mph	180 km/h 97 kts
	V _w Max. speed winch tow	87 mph	140 km/h 76 kts

C.G. Range. 9.45 in to 14.57 in (240 to 370 mm) aft of datum.

Empty Weight C.G. See the SCHLEICHER ASW 24 or ASW 24B, as applicable as Flight Manual approved by the Luftfahrt-Bundesamt (LBA).

Datum. Wing leading edge at wing root rib.

Leveling Means. Slope of rear top edge of fuselage 1000 : 49 horizontal

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<u>Maximum Weight.</u>	500 kg (1102 lb) Max. permissible mass of non-lifting parts 230 kg (507 lb.) Note: After accomplishment of SCHLEICHER Technical Note No. 2 for the ASW 24 and 24B the maximum permissible mass of non-lifting parts is 245 kg.
<u>Minimum Crew.</u>	One pilot.
<u>No. of Seats.</u>	One seat.
<u>Maximum Baggage.</u>	ASW24: The upper baggage compartment is limited to 15 kg (33 lbs) and the lower left baggage compartment is limited to 10 kg (22 lbs). ASW24B: The baggage compartment is limited to 15 kg (33 lbs)
<u>Control Surface Movements.</u>	See the SCHLEICHER ASW 24 and 24B Maintenance Manuals Section 3.3, dated March 1989.
<u>Weak Link in Tow Rope.</u>	For winch launch max. 660 daN For aero tow max. 660 daN
<u>Serial Nos. Eligible.</u>	See Import Requirements.
<u>Certification Basis.</u>	1. Airworthiness Requirements: Based upon the provisions of 14CFR 21.17(c) and 21.29, the following airworthiness requirements are applicable to this design, and form the Certification Basis: 1.1 Code of Federal Regulations (CFR), 14 CFR 21, Effective February 1, 1965, Amendments 21-1 through 21-71. 1.2 "Joint Airworthiness Requirements (JAR) for Sailplanes and Powered Sailplanes", JAR-22 through Change 4, Issued may 7, 1987; and the following requirements from FAA Advisory Circular 21.17-2, dated July 13, 1989: 22.177(b) Including AC 21.17-2 par. 6.c. (6)(i)(D) 22.1545 Including AC 21.17-2 par. 6.c.(6)(iii) 1.3 Exemption No. 4988 (External Markings) to 14 CFR 45, Effective April 20, 1964, Amendments 45-1 through 45-16, Section 45.11(a) and (d) (External Identification Plate). 1.4 14CFR91, Effective September 30, 1963, Amendments 91-1 through 91-229, Section 91.205 (VFR/IFR Equipment requirements). 1.5 The FAA Act of 1958, Section 611(b) 1.6 Compliance with airworthiness requirements: Airworthiness Requirements for Sailplanes and Powered Sailplanes - JAR 22 Change 4 issued May 7, 1987 and Advisory Circular AC 21.17-2.

1.7 Supplemental Requirements.

Preliminary German Civil Aviation standards for the substantiation of the stress analysis of sailplane and motorglider components made from fiberglass - and carbonfiber-reinforced plastics, issue January 1981.

German Type Certificate KW 04.366 dated March 7, 1989.

U.S. Type Certificate date was December 21, 1993.

Import Requirements.

A U.S. Standard Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Luftfahrt-Bundesamt (LBA), containing the following statement: "The glider covered by this certificate has been examined, tested and found to conform to the Type Design approved under FAA Type Certificate No. G84EU and is in condition for safe operation."

Import Requirements.

ASW-24 and ASW-24B serial numbers eligible which follow are eligible for U.S. Standard Airworthiness Certification when :

- 1) The FAA inspector is provided with the original Export Certificate of Airworthiness issued by the LBA which certifies the glider conforms to the foreign type certificate, and
- 2) The gliders is found to be in a condition for safe operation by the FAA inspector.

ASW-24 eligible serial numbers are:

24002, 24009, 24010, 24013, 24027, 24028, 24029, 24030, 24032, 24069, 24073, 24080, 24082, 24096, 24109, 24113, 24135, 24152, 24160, 24177, 24187, 24188, 24189, 24190, 24195, 24196, 24199, 24215, 24216, 24217, 24219, 24221, 24222, 24224, 24225 and 24229 and subsequent.

ASW-24B eligible serial numbers are:

24231, 24232, 24240, 24241 and 24242 and subsequent.

Equipment.

Minimum equipment:

- 1 Airspeed indicator (up to 300 km/h range)
- 1 Altimeter
- 1 four-part symmetrical safety harness

In addition the SCHLEICHER ASW 24/24B Flight Manual, LBA-approved Issue March 1989, is required.

Note: Additional equipment see SCHLEICHER ASW 24 and ASW 24B, as applicable Maintenance Manual, Section 12.

Service Information.

ALEXANDER SCHLEICHER ASW 24 Technical Notes (Service Bulletins), published in the English language for U.S. Type Design that carry a statement "Approved by the Luftfahrt-Bundesamt" (LBA) may be interpreted as "FAA approved".

Available Documents for the Model SCHLEICHER ASW 24:

- Flight Manual for the sailplane model ASW 24, Issue March 1989, LBA-approved.

When using the winglets according to Technical Note No. 6 refer to revised Flight Manual pages 0.4, 0.5, 1.4, 4.2, 4.4, 4.6, 4.12 thru 4.14, 4.20, 4.21 and 8.3 marked with the Revision Entry "TN 6/18.08.92 Juw".

- Maintenance Manual for the sailplane Model ASW 24, Issue March 1989.

- Alexander Schleicher Repair Manual, Issue February 1983.
- Operations and maintenance instructions for the safety tow release coupling "Europa G 72" and "Europa G 73", Issue May 1975, LBA-approved,

or

Operations Manual for the safety tow release coupling,
Production series: safety tow release coupling "Europa G 72" and safety
tow release coupling "Europa G 73", Issue January 1989, LBA-approved.
Operations and maintenance instructions for the nose tow release coupling
"E 72" and "E 75", Issue May 1975, LBA-approved,

or

Operations Manual for the nose tow release coupling, "E 72" and "E 75",
Issue February 1989, LBA-approved.

Operations Manual for the safety tow release coupling,
"Europa G 88", Issue February 1989, LBA-approved.

Operations Manual for the nose tow release coupling "E 85", Issue March
1989, LBA-approved.

When using the winglets according to Technical Note No. 6 refer to
revised Maintenance Manual pages 0.4, 0.5, 1.2, 1.4, 2.35, 6.3 and 7.4
marked with the Revision Entry "TN 6/18.08.92 Juw".

Notes (Amendments and Limitations).

- NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions when necessary must be provided at the time of original certification.
- NOTE 2. The placards listed in ALEXANDER-SCHLEICHER ASW 24/24B Maintenance Manual must be displayed in the locations defined.
- NOTE 3. Section 5 of the ALEXANDER-SCHLEICHER ASW 24/24B Maintenance Manual, titled "Airworthiness Limitations Section", is FAA-approved, and it specifies mandatory replacement times, structural inspection intervals, and related structural inspection procedures. These airworthiness limitations may not be changed without FAA approval. Flight Manual limitations may not be changed without FAA approval.
- NOTE 4. All external surfaces of the sailplane which are exposed to sunlight, must be painted white, with the only exception of the area for the registration letters and the anti-collision paintwork.
- NOTE 5. The ASW-24B only differs from the ASW-24 with the implementation of Technical Notes 8, 9 and 10.
- NOTE 6. The sailplane is suitable for semi-aerobatics in accordance with the data in the Flight Manual.
- NOTE 7. Sailplanes of this model are approved for VFR flights during daylight.
- NOTE 8. Without waterballast on board, the sailplane is suitable for cloud flying in accordance with the data in the Flight Manual.

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