

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

G21EU
SCHLEICHER
ASW 12
AS 12
14 May 1971

TYPE CERTIFICATE DATA SHEET NO. G21EU

This data sheet which is a part of type certificate No. G21EU 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
 Segelflugzeugbau
 D-6416 Poppenhausen/Wasserkuppe
 Federal Republic of Germany

I - Models ASW 12 and AS 12, approved 14 May 1971

(Model AS 12 same as Model ASW 12, except for modifications of the structure)

Airspeed limits (I.A.S.)	Glide or dive 108 knots Maximum speed in rough or smooth air - flap position 1, 2, or 3 108 knots 4, 5, or 6 97 knots 7 75 knots Airplane tow 81 knots Auto-winch tow 59 knots Drag chute deployed 108 knots																																		
C.G. range	(+11.5 inches) to (+15.0 inches) for Model ASW 12 (+12.6 inches) to (+15.1 inches) for Model AS 12																																		
Datum	Wing leading edge at wingroot rib																																		
Leveling means	Slope of rear top edge of fuselage 100 to 4																																		
Maximum weight	Model ASW 12 947 lbs.	Model AS 12 913 lbs.																																	
No. of seats	1																																		
Baggage	11 lbs.																																		
Control surface movements	<table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Model ASW 12</td> <td style="width: 40%;"></td> <td style="width: 30%;">Model AS 12</td> </tr> <tr> <td>Elevator</td> <td>Up 13° ±1.5°</td> <td>up 25° ±1.5°</td> </tr> <tr> <td></td> <td>down 13° ±1.5°</td> <td>down 25° ±1.5°</td> </tr> <tr> <td>Rudder</td> <td>Right 25° ±2.5°</td> <td></td> </tr> <tr> <td></td> <td>left 25° ±2.5°</td> <td></td> </tr> <tr> <td colspan="3">Aileron (measured with flaps in position No. 3)</td> </tr> <tr> <td></td> <td>up 22.5° ±3°</td> <td></td> </tr> <tr> <td></td> <td>down 18° ±3°</td> <td></td> </tr> <tr> <td>flaps Position No. 1 (max. up)</td> <td>9° ± 1°</td> <td>up</td> </tr> <tr> <td>Position No. 3</td> <td>1° ± 1°</td> <td>up</td> </tr> <tr> <td>Position No. 7 (max. down)</td> <td>20° ± 1°</td> <td>down</td> </tr> </table>		Model ASW 12		Model AS 12	Elevator	Up 13° ±1.5°	up 25° ±1.5°		down 13° ±1.5°	down 25° ±1.5°	Rudder	Right 25° ±2.5°			left 25° ±2.5°		Aileron (measured with flaps in position No. 3)				up 22.5° ±3°			down 18° ±3°		flaps Position No. 1 (max. up)	9° ± 1°	up	Position No. 3	1° ± 1°	up	Position No. 7 (max. down)	20° ± 1°	down
Model ASW 12		Model AS 12																																	
Elevator	Up 13° ±1.5°	up 25° ±1.5°																																	
	down 13° ±1.5°	down 25° ±1.5°																																	
Rudder	Right 25° ±2.5°																																		
	left 25° ±2.5°																																		
Aileron (measured with flaps in position No. 3)																																			
	up 22.5° ±3°																																		
	down 18° ±3°																																		
flaps Position No. 1 (max. up)	9° ± 1°	up																																	
Position No. 3	1° ± 1°	up																																	
Position No. 7 (max. down)	20° ± 1°	down																																	

Page No.	1	2	3
Rev. No.	-	-	-

Wink Links for Towing	Winch launching Automobile launching Airplane towing	2200 lbs. max. 2200 lbs. max. 1420 lbs. max. for Model ASW-12 1370 lbs. max. for Model AS-12
Serial Nos. eligible	The Federal Republic of Germany Certificate of Airworthiness for Export endorsed as noted below under "Import-Requirements" must be submitted for each individual glider for which application for certification is made. Sailplanes, S/N 12002 through 12015 inclusive, must have an elevator control connection inspection window installed in accordance with Schleicher Technical Note 3 dated 19 May 1970 or an FAA-approved equivalent.	
Import Requirements	A U.S. 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 and found to comply with the Federal Republic of Germany glider airworthiness requirements dated August 1939 plus the flight requirements of the Federal Republic of Germany Glider Airworthiness Requirements dated February 1966, and conforms to Type Certificate No. G21EU".	
Certification basis	FAR 21.23, effective 1 February 1965. Federal Republic of Germany Glider Airworthiness Requirements (BVS) dated August 1939 plus the flight requirements of the Federal Republic of Germany Glider Airworthiness Requirements (LFS) dated February 1966 were found to provide a level of safety equivalent to provisions of FAR 21.23 to enable certification under the provisions of FAR 21.29. Type Certificate G21EU issued 14 May 1971. Date of Application for Type Certificate: 14 September 1967.	
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification basis) must be installed in the glider for certification. In addition the following equipment must be installed: Instruments: (1) Airspeed Indicator, Schleicher P/N 6 FMS 3/W12 or an FAA-approved Equivalent. (2) Altimeter LBA-approved Flight and Operations Manual.	
NOTE 1.	Current weight and balance report including list of equipment in certificated empty weight, and loading instructions when necessary, must be provided for each glider at the time of original certification.	
NOTE 2.	The following placard must be installed in full view of the pilot: a) "This sailplane must be operated in accordance with the approved Flight and Operation Manual". b) "Cloud flying: Permitted only when the following instruments are installed: (1) Airspeed indicator, Schleicher P/N 6 FMS 3/W12 or an FAA-approved equivalent. (2) Altimeter (3) Turn and bank (4) Variometer (5) Compass." c) "Acrobatic maneuvers including spins are prohibited". d) "Nightflying is prohibited".	
NOTE 3.	All external portions of the glider exposed to sunlight must be painted white. Registration and Competition numbers must be painted blue-gray or in any other light colors.	

- NOTE 4. Maintenance, inspections and repairs must be accomplished in accordance with Schleicher "ASW 12" Flight and Operation Manual and "ASW 12 Repair Manual", which is applicable to both the Models ASW-12 and AS-12 sailplanes.
- NOTE 5. Major repairs must be performed in accordance with repair methods approved by the A. Schleicher Segelflugzeugbau Company.

...END...