

Subject: New adjustment of the fuel contents indication of the ILEC engine control unit.

Serial Number Applicability: All ASH 26 E serial numbers.

Reason: The differing dielectric properties of different fuel grades may lead to a wrong fuel indication. The ILEC engine control unit offers the possibility to adjust the fuel indication to the respective fuel grade. Of course this is only recommended when using almost exclusively one type of fuel grade.

Action ILEC „Version 1“:

Triebwerksbedieneinheit	
Typ: ASH26	S/N: XXX
Betriebsspannung:	11-15VDC
ILEC GmbH D-95444 Bayreuth	

- Undo the seven screws marked in Fig. 1 and remove the front face.
- The aircraft must be sitting on its tail on a level ground and the fuselage tank must be filled until fuel flows over into the capacity reservoir behind the baggage compartment. Wait until the fuel level is equal in both fuselage tank halves; where necessary repeat the procedure until fuel again is overflowing into the capacity reservoir.
- By means of a small Phillips screwdriver the fuel contents indication is to be changed (at the potentiometer marked in Fig. 2) so that the indication just changes from 15 to 16 liters.
- Refit front face and switch cover plate.

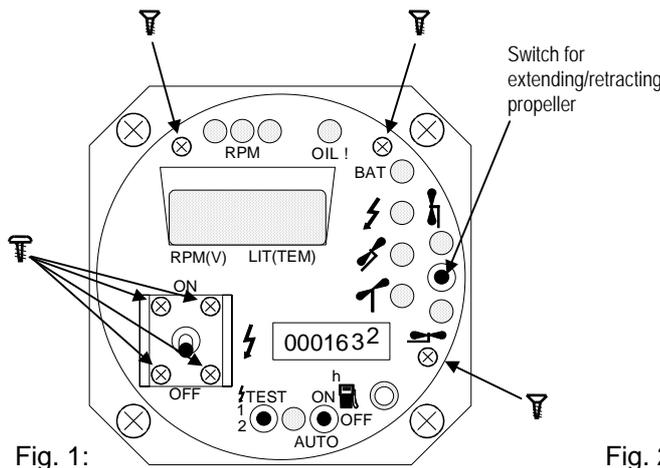


Fig. 1:

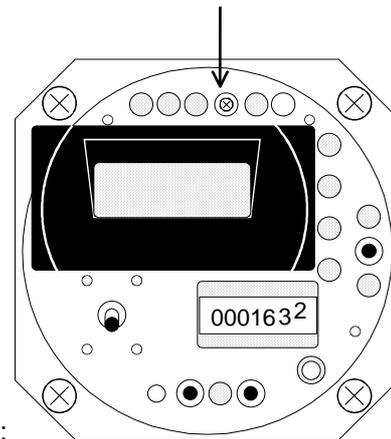


Fig. 2:

Action ILEC „Version 2“:

Triebwerksbedieneinheit	
Typ: ASH26-2	S/N: XXX
Betriebsspannung:	11-15VDC
ILEC GmbH D-95444 Bayreuth	

TM 13 of ASH 26 E includes the information of an improvement in the circuitry of the ILEC by the manufacturer of the device, which is now internally closer to the version of the ASH 25 Mi. In the marking of new ILEC version the following figures “-2” are added.

The calibration of the fuel gage is changed as follows: when ignition is switched to “off”, propeller is retracted and fully topped up fuselage reservoir, press the switch for retracting propeller as long as is in the LED display a figure similar to [102] appears. After that procedure the fuel gage is set to the new type of fuel.

The calibration factor is stored electronically. If the type of fuel is changed (for example from Mogas to Avgas) the calibration has to be repeated.

Alexander Schleicher
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Poppenhausen, May 22, 2005

i.A.

(M. Münch)