

Subject:

- A) Securing of the screws at the engine support bracket.
- B) Replacement of the lower support bracket of the gas spring near the screw jack.
- C) Supplement to the Maintenance Manual.

Serial number applicability:

ASW 24 E, Data Sheet no.859:

- A) S/N 24801 thru 24814.  
S/N 24816 thru 24847.  
This is factory-standard as of serial no.24848.
- B) S/N 24801 thru 24814.  
S/N 24816 thru 24822.  
S/N 24825 thru 24847.  
This is factory-standard as of serial no.24848.
- C) S/N 24801 thru 24847.  
This is factory-standard as of serial no.24848.

Compliance:

- Ad A):
  - 1. Inspecting the locking wire and the tight seat of the cylindric head screws M10 at the engine support bracket prior to the next take-off.
  - 2. If the locking wire is okay and the cylindric screws M10 are tight (tightening torque ca. 30 Nm), the glider may continue in service. On the occasion of the next annual C. of A. inspection, but before or on March 31, 1992, at the latest, the Action as under A-1) must then be accomplished.
  - 3. If the locking wire is damaged or the cylindric screws M10 are loose, the Action as under A-2) must be accomplished prior to the next take-off.
- Ad B):
  - 1. Prior to the next take-off: inspecting the cylindric screw M6 at the lower support bracket of the gas spring near the screw jack.
  - 2. If damages are not found neither at the lower support bracket of the gas spring, nor at the cylindric screw M6 nor at the screw jack, the Action as under B-1) must be accomplished and then the glider may continue in service. On the occasion of the next annual C. of A. inspection, but before or on March 31, 1992, at the latest, the Action as under B-2) must follow, i.e. exchange of the lower support bracket of the gas spring.
  - 3. If the cylindric screw M6 at the lower support bracket of the gas spring is broken, the Action as under B-2) must be immediately done prior to the next take-off.
- Ad C): On the occasion of the next annual C. of A. inspection, but before or on March 31, 1992, at the latest.

Reason:

- Ad A): Some cases with the motorglider ASW 24 E have been reported where the cylindric screws M10 at the engine support bracket have backed off (see Fig.2.2-5, item 29, on Page 2.11 Maintenance Manual).
- Ad B): Some cases with the motorglider ASW 24 E have been reported where the cylindric screw M6 at the lower support bracket of the gas spring near the screw jack has broken (see Fig.2.2-7, item 53, on Page 2.13 Maintenance Manual).

Action:

- A-1) If the cylindric screws M10 at the engine support bracket (see Fig. 2.2-5, item 29 on Page 2.11 Maintenance Manual) have not backed off, they must be secured with a thicker locking wire  $\phi$  1,4 mm as to be seen in Fig. 1 under point "Material and Drawings".
- A-2) If the cylindric head screws M10 are loose or if the locking wire is damaged, in addition also the spacer bushing in the swivelling engine support arm (see Fig. 2.2-7, item 49 on Page 2.13 Maintenance Manual) must be checked for smoothness of operation. If the spacer bushing is seized, its clearance must be re-established by reaming the  $\phi$ 13 mm bore in the swivelling engine support arm larger by ca. 0.05 mm. Where necessary, the bushings must be replaced; in that case proceed as per Action A-1).
- B-1) Back off the cylindric screw M10 at the lower support bracket of the screw jack by 1/4 turn (see Fig.2.2-7, item 98, on Page 2.13 Maintenance Manual) and then carefully grease the lower support of the screw jack.
- B-2) Remove the lower support bracket of the gas spring (see Fig.2.2-7, item 54, on Page 2.13 Maintenance Manual) and send it back to SCHLEICHERS for modification of the part. This action is unavoidable because this part was individually adapted to each motorglider. According to Fig.2 under "Material and Drawings" the modified gas spring support bracket then has to be refitted. Instead of the cylindric screw M6 now a dowel pin M6 (AS P/N 248.67.0073) is screwed into the housing of the screw jack and is secured with LOCTITE 638 and Activator 764. The bushing for gas spring/screw jack support bracket (see Fig.2.2-7, item 55 "Drehteil f.Gasfeder/Ausfahrspindel unten", on Page 2.13 Maintenance Manual) is no longer applicable.
- C) This Technical Note must be inserted as supplement into the Maintenance Manual (Appendix, Section 12, behind the Maintenance Instructions); the accomplishment must be documented on the respective page "Record of Revisions"

Material & drawings:

Ad A) Locking wire  $\phi 1.4$  mm,  $\approx 1$  m and possibly spacer bushing for swivelling engine support arm (AS P/N 248.67.0009).

Ad B) Lower support bracket for gas spring, variant II (AS P/N 248.67.0072) and Dowel pin M6 for screw jack (AS P/N 248.67.0073).

Fig. 1:

Secure the locking wire ends by 6 turns minimum !

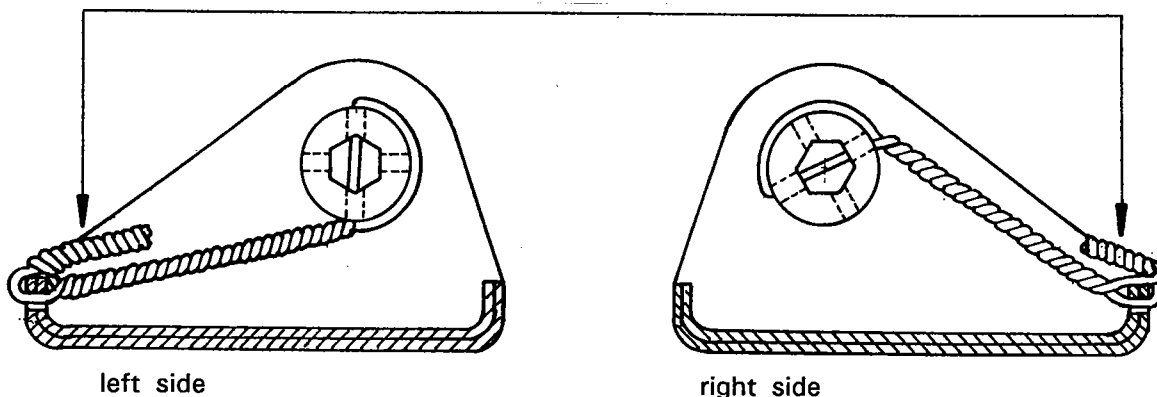
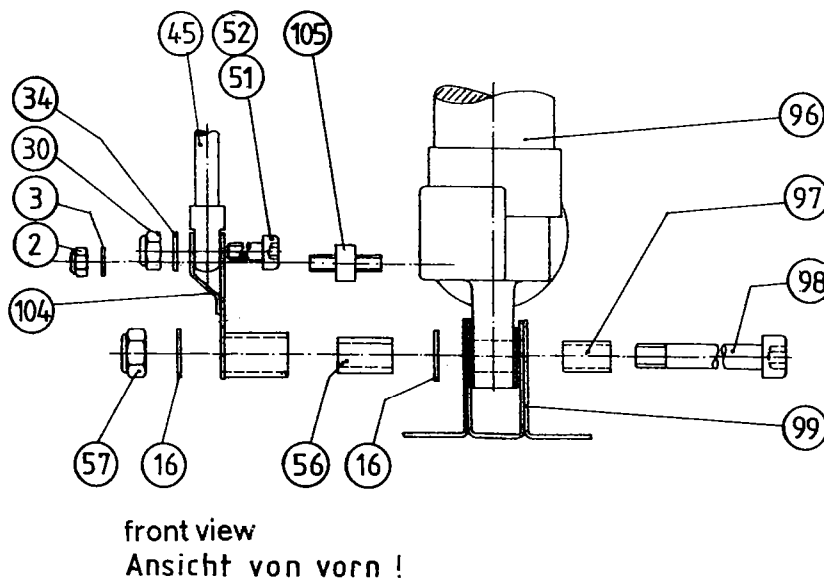


Fig. 2:



front view  
Ansicht von vorn !

Stehbolzen M6 f. Ausfahrspindel	105		248.67.0073	99.332.0116
Haltebeschlag unten f. Gasfeder, Ausf. II	104		248.67.0072	99.000.2676
Beschlag unten f. Ausfahrspindel	99		248.67.0001	99.000.0998
Zylinderschraube M 10 * 72	98		248.67.0064	
Distanzbuchse f. Ausfahrspindel	97		248.67.0002	99.103.5124
Ausfahrspindel	96		MPD 6405-12 12V DC 500 lbs. code:AA Hub:300mm Duff Norton	
Sicherungsmutter M8	57		DIN 980-6	
Distanzbuchse f. Haltebeschlag-Gasfeder	56		248.67.0032	
Schraube f. Haltebeschlag-Gasfeder	52		248.67.0063	wahlweise
Zylinderschraube M 8 * 25	51		DIN 912 - 8.8	
Gasfeder 10-23-300-0/800N A-A	45		ausgefahren: 700 mm	Pa. Hahn
Scheibe 8,4	34		DIN 125 St	
Sicherungsmutter M8	30		DIN 980-6	
Scheibe 10,5	16		DIN 125 St	
Scheibe 6,4	3		DIN 125 St	
Sicherungsmutter M6	2		DIN 980-6	
<b>Benennung</b>	<b>Lfd. Nr.</b>	<b>Werkstoff</b>	<b>Rahmaße Teil- oder DIN-Nr.</b>	<b>Bemerkung</b>

Zuwendungen, verpflichten zu Schadenersatz. Alle Rechte für den Fall der Patenterteilung oder Gebrauchsmuster-Eintragung vorbehalten.

Weitergabe sowie Vervielfältigung dieser Unterlagen, Verwertung und Mitteilung ihres Inhalts nicht gestattet, soweit nicht ausdrücklich zugestanden.

SHEET:  
4 of 4

ASW 24 E  
Technical Note  
No. 2

**Alexander Schleicher**  
GmbH & Co.  
Segelflugzeugbau  
D-6416 Poppenhausen

Notes:


The actions A and B can be accomplished by a competent person. The accomplishment of this mod must be certified by a licensed aviation inspector in the glider's inspection documents and in the log-book.

The action C can be accomplished by the owner/operator of the glider himself.

Owners may order the parts from SCHLEICHERS or via the Schleicher agency in their country.

Poppenhausen, November 7, 1991

ALEXANDER SCHLEICHER  
GmbH & Co.



L.-W. Juntow

The German original of this Technical Note has been approved by the LBA under the date of Dec.18, 1991 (signature: SCHMALJOHANN). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.

Zwiderhandlungen verpflichten zu Schadenersatz. Alle Rechte für den Fall der Patenterteilung oder Gebrauchsmuster-Eintragung vorbehalten.

Weitergabe sowie Vervielfältigung dieser Unterlage, Verwertung und Mitteilung ihres Inhalts nicht gestattet, soweit nicht ausdrücklich zugestanden.