SHEET: 1 of 2	ASH 25 Technical Note No. 1	Alexander Schleicher GmbH & Co. Segelflugzeugbau D-6416 Poppenhausen

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Subject: Constructional preparation of the fuselage of the ASH 25 for a more simple subsequent retrofitting of the engine unit when converting the glider to the motorglider version.

Serial number applicability: All glider models ASH 25.

Compliance: None. Optional, on customer request only.

Reason: In order to facilitate a later conversion of the ASH 25 into a motorglider ASH 25 E, the glider is offered to the market also in second version as an ASH 25 according to TN 1 which features some constructional preparation in the fuselage. The constructional mod as per TN 1 can be ordered immediately with a new glider, but it can also be fitted to a glider subsequently.
The ASH 25 according to TN-1 is still registered as a glider, but as compared to the ASH 25 it features the constructional changes as described hereafter under point "Action".

Action:

1. Constructional changes :

Fuselage: With a new glider the cutout for the engine doors is already let in in the fuselage cone when building the fuselage; where the TN 1 mod is accomplished subsequently on a glider, the fuselage is cut out accordingly. This cutout is closed by the engine doors. As per lamination drawing 258.11.S1 the mounting support for the retractable engine unit and the engine compartment box are installed. The oxygen bulkhead is not installed, and the control column bulkhead is cut off above the cross tube. In addition the bulkhead for the engine compartment is installed.

Vortex generator: With a new glider the pressure for the wing vortex generators is taken in preferably at the Pitot nozzles on the wing underside (the blow tubes in the fuselage as well as the automatic connections at the wing root ribs may then be dropped); for gliders on which the TN 1 mod is accomplished subsequently, on request, the airstream may still run through the fuselage as before.

Pressure intake: Both A.S.I.s must take the dynamic pressure from the Pitot tube in the fuselage nose and

the static pressure from the ports in the fuselage tail cone.
For electrically compensated variometer systems the static pressure which is offered by a Prandtl-tube fitted to the fin, is best suitable.

Oxygen equipment: As the oxygen bulkhead is not installed, only one oxygen bottle can still be fitted in the engine bay.

2.1 The following pages in the manuals must be exchanged for new pages with the revision note "TN 1" dated "15.04.88" :

Flight Manual:	Page	0.2	0.4	0.5	1.5	4.5
		4.7	5.2	5.3	7.3	7.11
		7.14	7.15			
Maintenance Manual:	Page	0.2	0.4	0.5	2.3	2.7 2.8
		2.9	2.10	2.11	2.30	2.33
		5.2	6.11	6.12	7.3	9.6

The accomplishment of the exchange of the pages must be documented on the respective page "Records of Revisions" (pages 0.2 & 0.3).

Material & drawings: See the drawings list which is new made for the ASH 25 according to TN 1 and which bases on that of the ASH 25. All drawings referring to this TN are marked with the entry "TM 1" in the caption field.

Notes: The constructional changes as per this modification must only be accomplished by the manufacturer or by a technical aviation service station holding an appropriate license.

Poppenhausen, April 8, 1988

ALEXANDER SCHLEICHER
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Dipl.Ing. Martin Heide

The German original of this Technical Note has been approved by the LBA under the ate of 20. Juli 1989 (signature: ...) The translation into English has been done by best knowledge and judgement; in any case the German original is controlling.

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