

Subject:

1. Inspecting the elevator engaging actuator (on the top of the fin) in accordance with the instructions given in the manuals.
2. Revision to the Manuals on those paras covering the C.G. and the mass and balance.
3. Editorial corrections in the Flight and Maintenance Manuals.
4. Fitting a 25A-fuse into the battery cable for the optional battery in the baggage compartment in front of the spar.

Serial number applicability:

All serial no.s ASH 25 and "ASH 25 according to TN 1".

Compliance:

Actions to be accomplished with the next annual C. of A. inspection, but before or on September 30, 1991, at the latest.

Where a glider has had rather long transports in its trailer, the action as per Point 1 must be done prior to the next take-off.

Reason:

Ad 1.: With the elevator engaging actuator of the ASH 25 one case has been reported where one of the short tube pieces which carry the bearing casing for the elevator hinge pins, developed a crack in the welding seam. This failure was due to the fact that the elevator engaging actuator (on top of the fin) was held by means of a foam block inside the glider trailer. During the transports in the trailer the vibrations of the trailer top were induced into the elevator engaging actuator, leading to the above fatigue crack on this part. This is particularly critical with rather long road transports.

For s/n 25111 and as of s/n 25120 in the production series a slightly modified version of the elevator engaging actuator is installed as a standard. The drawing 250.48.0011 (99.000.0080) was revised correspondingly (Revision date 22.01.91).

Ad 2.: As the description of the removable trim ballast in the fin (in the form of a battery) could be interpreted ambiguously, the respective pages in the Flight and Maintenance Manuals have been revised and adapted to the standard of the ASH 25 E.

Ad 4.: TN 3 dated January 31, 1990, states that - for new production gliders with a factory-installed additional battery in the baggage compartment - this 25A-fuse is fitted (in the red cable) directly in front of that battery. Now it must be checked in principle on any glider (built before that date or where the battery was not installed by Schleicher) that a fuse is fitted in the cable for this battery. This is compulsory.

Action:

For points 1) thru 4) in general: The following pages in the manuals must be exchanged for new pages with the revision entry "TN 6" and the date "Feb.91" :

Flight Manual pages: 0.2, 0.3, 0.4, 0.5, 2.6, 2.10, 4.3, 5.5, 6.1 thru 6.6, 7.13 thru 7.15, 8.5 thru 8.8

Maintenance Manual pages: 0.2, 0.3, 0.4, 0.5, 2.16, 2.31, 4.4, 6.1 thru 6.18, 7.5, 7.6, 7.7, 9.6, 9.7, 9.8

The accomplishment of the change to the Manuals must be entered on the new pages 0.2 "Record Of Revisions" in both manuals.

If this TN 6 is accomplished on an "ASH 25 according to TN 1", i.e. with prepared engine bay, the extra new manual pages with the entry "TN 1/6" have to be used.

If this TN 6 is accomplished on a serial no. for which already TN 2 (new wingtip geometry), TN 4, or TN 5 (nose tow release coupling) were accomplished, the owner has to carry forward the entries contained on the above new (TN 6) pages 0.2 onto his existing pages 0.2; and vice versa the other handwritten entries which the previous TN`s demanded to be written onto pages 0.4 and 0.5, must be carried forward onto the new (TN 6) pages 0.4 and 0.5.

Ad 1.: a) The elevator engaging actuator must be inspected according to the instructions given on Maintenance Manual page 7.5. The same inspection must be repeated from now on during each annual C. of A. inspection.

b) According to the new Flight Manual page 8.5 the glider trailer must also be checked and, where necessary, modified as described on this page. Even with the stick full back, the elevator engaging actuator must not be restricted in its required free moving.

Ad 2.: Where necessary, the placards "REDUCED MINIMUM COCKPIT LOAD..." must be fixed next to the Data and LOADING Placards (see Maintenance Manual pages 9.7 and 9.8).

Ad 4.: If an optional battery has been installed in the baggage compartment without the mentioned fuse, the fuse must be retrofitted.

Material & drawings:

Ad 1. The relevant drawings are incorporated in the new manual pages; see Flight Manual page 8.5 and Maintenance Manual page 7.5. With revision date "22.01.91" the production drawing 250.48.0011 (99.000.0080) was revised accordingly.

Ad 2.: The placards "REDUCED MINIMUM COCKPIT LOAD..." are supplied as enclosure to this TN.

Ad 4.: The fuse with its fuse box can be obtained from Messrs. Schleicher.

Notes:

Ad 1.: The inspection of the elevator engaging actuator must be done by a licensed aviation inspector and certified in the glider's inspection documents and in the log-book. If cracks are found, the part must be replaced prior to the next take-off either by the manufacturer or by a technical aviation service station holding an appropriate license.

Ad 2.: The currently valid weighing data must be entered into the new Flight Manual page 6.4. To establish them comply with the examples given on the Maintenance Manual pages 6.10 and 6.11.

If the glider shall be operated with ballast in the fin, then the "Data and Loading Placards" in the glider must be corrected and the additional placards "REDUCED MINIMUM COCKPIT LOAD..." must be affixed next to them.

This action must be done by a licensed aviation inspector and certified in the glider's inspection documents and in the log-book.

Ad 3.: The exchange of the pages in the manuals may be done by a competent person.

Ad 4.: The fuse box may be installed by a competent person. The installation must be checked by a licensed aviation inspector and certified in the glider's inspection documents and in the log-book.

Poppenhausen, February 28, 1991

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The German original of this Technical Note has been approved by the LBA under the date of June 26, 1991 (signature: SCHMALJOHANN). The translation into English has been done by best knowledge and judgement; in any case the German original is controlling.