

**Subject:** Conversion of the sailplane ASH 25 (Data Sheet No. 364) and the powered sailplane ASH 25 E (Data Sheet No. 858) into a powered sailplane ASH 25 M according to Data Sheet No. 858.

**Serial number applicability:** All sailplanes type ASH 25 and type ASH 25 "as per TN no.1" (with engine compartment) according to Data Sheet No. 364, in the applicable latest issue, on the condition that the TN no.3 (spar cap reinforcement) has been accomplished on the aircraft in question.

All powered sailplanes ASH 25 E, Data Sheet No. 858 in the applicable latest issue, on the condition that the TN no.1 (spar cap reinforcement) has been accomplished on the aircraft in question.

**Compliance:** None, optional mod only.

**Reason:** Installation of a power-plant system, with all pertinent components applicable to the airframe.

**Action:** The power-plant system (built in accordance with the applicable drawing list of the production version 801) is installed into the retrofitted engine compartment. According to the drawings of the applicable drawing list of the powered sailplane ASH 25 M (production version 256) all the pertinent components applicable to the airframe are installed.

The Flight and Maintenance Manuals of the ASH 25 M, in its currently valid issue, are applicable.

The ASI markings must be changed according to the details in the manual.

The fire-proof data placard of the sailplane remains in the aircraft and must be canceled; next to it a new data placard for the powered sailplane „ASH 25 M“ must be affixed.

If the registration as a powered sailplane requires new registration letters, these must be applied in accordance with the relevant national requirements in force.

**Material & drawings:** See above para "Action"

**Mass & C.G.:** It is necessary to redetermine the mass and C.G. data by weighing.

**Notes:** In order to guarantee that there will be still sufficient useful cockpit load for the ASH 25 M, it has to be checked prior to the conversion works whether the mass of the non-lift producing parts gives sufficient reserve.

This modification as far as the constructional installation is concerned must only be accomplished by the manufacturer Alexander Schleicher GmbH & Co.

After the conversion has been accomplished, the airworthiness of the aircraft must be re-inspected and certified in accordance with Data Sheet No. 858 by issue of an authorized release certificate (eg for Germany applicable: LBA-form No. 5).

Application must be made for registration as a powered sailplane.

Poppenhausen, November 14, 1997

**Alexander Schleicher**  
GmbH & Co.

i.A.

(M. Münch)

The German original of this Technical Note has been approved by the LBA under the date of Nov.24, 1997 (signature: FENDT). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.