

**Subject:** Several variations in fabrication

**Serial number applicability:** ASH 25, all versions  
ASH 25 E, all versions. Item 5 only applicable to ASH 25 M

**Compliance:** None, on request of the customer or for new fabrication.

**Reason:**

- 1) Carbon fibre (CF) laminate of outer wing panel (outwards of 8.25m wingspan) enhanced to increase torsion stiffness. This option can only be considered on request of the customer prior to fabrication.
- 2) Flap and aileron webs made from carbon fibre to increase torsion stiffness. This option can be considered on request of the customer but can also be incorporated into already existing wings.
- 3) Ailerons with a layer scheme of high modulus carbon fibre. This option can be considered on request of the customer but such ailerons can also be retrofitted to an already existing wing.
- 4) Pitot tubes (or the pressure tubing originating from the fuselage nose) for feeding pressurized air to the blow holes can be replaced by Naca ducts. This option can be considered on request of the customer but a retrofit is also possible.
- 5) The fuselage of the ASH 25 Mi will be equipped with spark plug access holes. From now on these access holes can also be incorporated into new ASH 25 M fuselages and can even be retrofitted to existing aircraft of this type.

**Action:**

- 1) For new fabrication of wings the thinner carbon fibre material in the outboard wing panel will be replaced by the thicker material used further inboard. Applying an additional layer to an already existing wing is not recommended as the effort can hardly be justified by performance benefits.
- 2) For new fabrication of wings the drag spar will be constructed from a carbon fibre laminate. The reinforcing of a normal fibre glass drag spar is possible but it will not affect performance in any way. Still, work instructions describing the application of carbon fibre reinforcements to existing drag spars are available.
- 3) Newly constructed ailerons made of high modulus carbon fibre can be installed as replacement for originally supplied ones. If this option is taken both ailerons need to be replaced.
- 4) The Naca ducts need to be fitted in accordance with "Einbaubeschreibung Naca-Hutzen für ASW 22 B & ASH 25" (work instruction for installation of Naca-Ducts for ASW 22B & ASH 25).
- 5) Only for ASH 25 M: Drill holes in accordance with the drawing after removing the engine. Afterwards reinforce the area again in accordance with the drawing.

**Material & drawings:**

- 1) Drawing 221-250.51/52.S1 Modification B previously only valid for ASW 22 B.
- 2) For new fabrication the following drawings apply:  
221-250.51.0230, 221-250.51.0231, 221- 250.51.0232  
For retrofit to existing wings the following drawing applies:  
250.51.9040
- 3) Drawing 221-250.31/32.S5
- 4) "Einbaubeschreibung Naca-Hutzen fuer ASW 22 B & ASH 25" (work instruction for installation of Naca-Ducts for ASW 22 B & ASH 25).
- 5) Drawing 259.11.9070

**Mass & C.G.:** 1) to 3) A Centre of Gravity check will become necessary on completion of these modifications.  
4) and 5) The changes in mass are low enough to make a Centre of Gravity check unnecessary.

**Notes:** In case a wing is replaced during a later repair it is important to ensure that any of the above mentioned modifications are carried out on both wings.

- 1) For new wings the above design modifications can only be carried out by the manufacturer Alexander Schleicher.
- 2) The reinforcement of the flap and aileron webs can be carried out by an approved maintenance organization.
- 3) The ailerons constructed of high modulus carbon fibre have to be purchased from Schleicher but can be installed by an approved maintenance organization.
- 4) The Naca-Ducts can be installed by a suitably qualified person.
- 5) The spark plug access holes in the ASH 25 M fuselage can be installed by an approved maintenance organization.

All actions to be checked and entered in the sailplane's log by a licensed aviation inspector who must also certify the accomplishment in the sailplane's inspection documents.

Poppenhausen, 08.12.2000

ALEXANDER SCHLEICHER  
GmbH & Co

By order  
M. Heide

The German original of this Technical Note has been approved by the LBA under the date of 05.03.2001 (signature: FENDT).

The translation into English has been done by best knowledge and judgment; in any case of doubt the German original is controlling.