

Subject: Installation of a power-plant with electronic fuel injection for new-built aircraft, or as retrofit, applicable to sailplanes ASH 25 (Data Sheet No. 364), or powered sailplanes ASH 25 E (Data Sheet No. 858), or powered sailplanes ASH 25 M (Data Sheet No. 858).

Serial number applicability: All sailplanes ASH 25 and "ASH 25 with prepared engine bay" (as per TN 1), under Data Sheet No. 364 in its applicable latest issue, on which TN no.3 (spar reinforcement) was accomplished.

All powered sailplanes ASH 25 E, under Data Sheet No. 858 in its applicable latest issue, on which TN no.1 (spar reinforcement) was accomplished.

All powered sailplanes ASH 25 M, under Data Sheet No. 858 in its applicable latest issue.

Compliance: None, optional for new-built aircraft or as retrofit for earlier serial numbers.

Reason: Installation of an engine compartment into the fuselage (for ASH 25 and ASH 25 E). Installation of a power-plant system, with all pertinent components applicable to the airframe.

Action: **For new-built aircraft, or as retrofit, for ASH 25, "ASH 25 with prepared engine bay" (as per TN 1), and for ASH 25 E:**

For new built ASH 25, or as a retrofit, an engine compartment is installed in accordance with the drawing list of the ASH 25 M. If an ASH 25 E or an "ASH 25 with prepared engine bay" (as per TN 1) shall be modified, first the existing engine compartment must be removed. Because this involves additional cost it makes sense first to check the cost-effectiveness of this measure.

The power-plant system made in accordance with the applicable drawing list 803 (power-plant with electronic fuel injection) is installed into the engine compartment. All the pertinent components applicable to the airframe are installed according to the drawings of the applicable drawing list of the ASH 25 M (production version 259).

Retrofit on an ASH 25 M:

The existing power-plant system, made in accordance with the drawing list of power-plant version 801, is modified into a system in accordance with the applicable drawing list 803. Modification of the fuel system, the electric wiring system, and the engine bay doors etc. is covered by the drawing list „ASH 25 M, TN 20“; this drawing list describes the powered sailplane with the sales designation ASH 25 Mi.

The existing engine AE 50R must be modified by the manufacturer Mid-West. Depending on the serial number and the condition of the engine major modifications may become necessary.

General:

The powered sailplane uses the sales designation ASH 25 Mi. For this powered sailplane new Flight and Maintenance Manuals are issued.

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

The fire-proof data placard of the sailplane ASH 25 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 an ASH 25 E is modified, the same applies. If an ASH 25 M is modified, the fire-proof data placard need not be changed.

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 and Drawings:

See under point „Action“.

Mass & C.G.:

It is necessary to re-determine 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 Mi, it has to be checked prior to the conversion 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 29, 2001

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 Dec.19, 2001 (signature: RONIG). The translation into English has been done by best knowledge and judgment; in any case of doubt the German original is controlling.