Subject: Replacing a lever of the flap control system in the fuselage

Affected: ASW 22 Type Certificate LBA 351 Series ASW 22 / 22 B / 22 BL
ASH 25 Type Certificate LBA 364
ASH 25 E Type Certificate LBA 858 (with engine Rotax 275)

not affected: ASW 22 M, ASW 22 BLE (all series) and ASH 25 M / Mi

Classification: Major change

Urgency: Check until April 30, 2008. If a damaged lever is diagnosed, it has to be replaced immediately. In any case, replacement has to take place before the next annual C. of A. inspection.

Reason: In an ASH 25 a partially broken lever of the flap control system was found in the fuselage. On a few further sailplanes, gaps between the bearing flange and the lever plate were diagnosed indicating a bent lever. Black borders around the rivet heads also indicate damage of the lever.

Fig. 1: Position of the flap lever behind the rear cross tube.

Fig. 2: Gap between bearing flange and lever plate

Action: If a damaged lever is diagnosed during the check, which has to be made until April 30, 2008, the lever has to be changed immediately for the stronger new one (AS Part-No. 250.45.0070). To change the lever, both U-shaped crossbeams must be unfastened. The complete substruction of the old lever has to be mounted on the new one. New secure nuts have to be used.
Material and drawings: Umlenkhebel I „TM 20“ f. WK-St. AS Part-No. 250.45.0070

Weight (Mass) and Balance: negligible

Notes: Structural action must only be done by the manufacturer of the sailplane (A. Schleicher) or a repair station approved for such work.

All action has to be documented by an inspector authorised for such work in the sailplane’s log book, Flight and/or Maintenance Manual and the records of inspections.

Poppenhausen, March 07, 2008

Alexander Schleicher GmbH & Co.

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(M. Münch)

The German Original has been approved by the EASA on March 18, 2008 under the EASA project number EASA.A.C.04999.

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