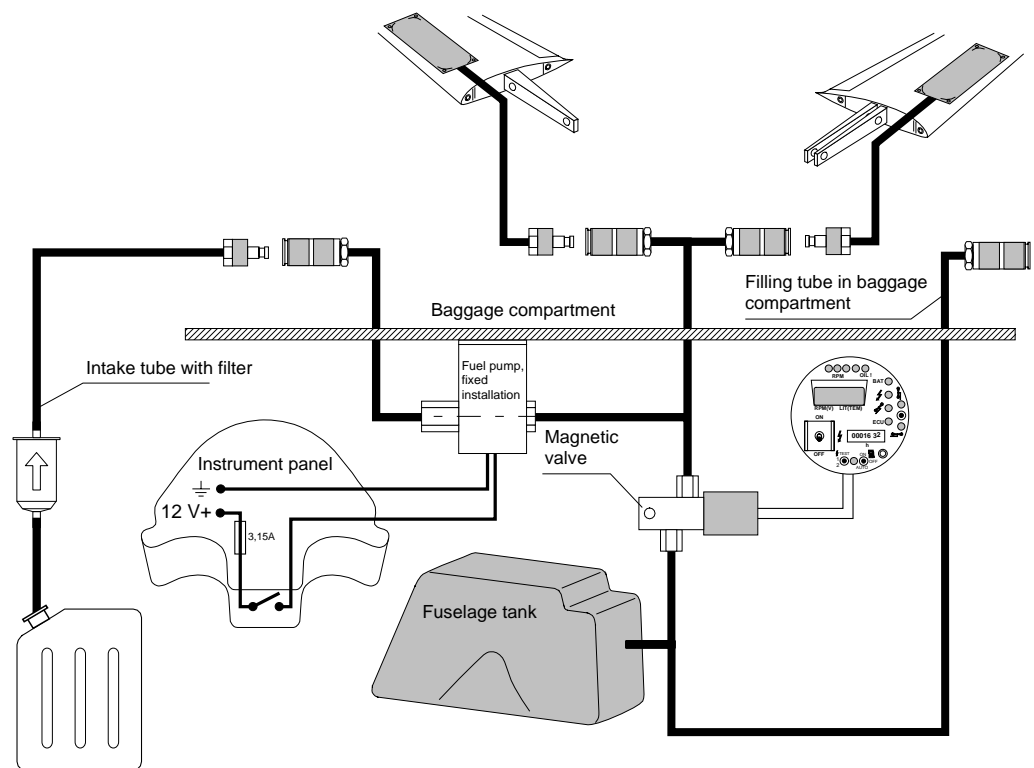


**Subject:** Installation of a fixed re-fuelling system in the fuselage

**Serial number applicability:** All ASH 25 M

**Compliance:** None, optional extra on customer request.

**Reason:** The components of the external re-fuelling system may also be installed fixed in the fuselage; this is offered as an optional extra. The fuel pump is fitted under the baggage compartment floor. From its intake port a tube leads to the **right** side of the baggage compartment floor; this tube has a coupling which is connected to the external intake tube with filter. The pressure side of the pump is connected to the fuel line between magnetic valve and wing tank coupling.



The fuel pump is actuated via a switch in the instrument panel. By means of the magnetic valve actuated by the ILEC control unit the pilot determines whether the fuselage tank or the wing tanks shall be re-fuelled.

**Action:** The following manual pages must be exchanged - or added respectively - for new pages with the entry „TN 17 dated 05.09.00“. The accomplishment of the manual amendment must be documented on the page „Index of Corrections“ (Section 0). In the "Index of the Effective Manual Pages" (Section 0) the date for the inserted pages must be changed by hand to "05.09.00".

Flight Manual: Page 9.2 9.3

Important Note for Manual Changes:

In the case that one of the manual pages amended by the present TN does contain already a previously approved amendment (as e.g. in the case of a previous TN), the previously amended page **remains valid** and the page amended under this TN is inserted **in addition** !

**Material and Drawings:**

256.62.9012 „Installation of a fixed re-fuelling system (optional version)“

**Mass & C.G.:**

Installation of the parts leads to mass changes. Since the installation of these parts is close to the C.G., the influence on empty mass C.G. is negligible.

**Notes:**

The installation must only be accomplished by the manufacturer or by a technical aviation service station holding an appropriate license.

The accomplishment of the mod must be certified by a licensed aviation inspector in the sailplane logbook and in the sailplane inspection certificates.

The exchange of the pages in the Manuals can be done by the operator of the sailplane himself.

Poppenhausen, September 5, 2000

**Alexander Schleicher**  
GmbH & Co.

by order

(M. Münch)

The German original of this Technical Note has been approved by the LBA under the date of Nov.8, 2000 (signature: WALTER). The translation into English has been done by best knowledge and judgment; in any case of doubt the German original is controlling.