

Subject: Increase of the max. take-off mass and of the mass of the non-lift producing components.

Serial number applicability: All ASH 25 E, TCDS No. L-858

Compliance: None, optional on customer request.

Reason: Due to the installation of a compensating mass (as described under point "Action") the wings of serial numbers 25 077, 25 094, and as of 25 096, obtain now the same static load-bearing capacity as the wings of the ASH 25 M. Therefore, a new mass of 460 kg for the non-lift producing components can now be determined for these powered sailplanes. Those powered sailplanes up to serial number 25 095 (with the exception of the quoted 25 077 and 25 094), for which the TN no.1 (ASH 25 E) was NOT done when they were new built, obtain a new mass of 450 kg for the non-lift producing components. (It is **not** possible to accomplish the TN no. 1 subsequently).

The max. take-off mass is increased for all serial numbers from 750 up to 790 kg.

Action: A lift counteracting mass is installed into the wing tips of the outer wings as described in drawing 256.51.9030.

Air speed indicator markings must be changed as stated on Flight Manual page 2.6.

The following pages in the manuals must be exchanged for new pages with the revision entry "TN 21" date "28.02.03". The accomplishment of the change to the Manuals must be documented on the respective page "Record of Revision".

Flight Manual: Page 1.3 / 1.5 / 2.2 through 2.13 / 4.14 / 4.21 / 4.26 / 4.31
4.33 / 5.4 / 5.5 / 5.6 / 5.9 / 6.5

Maintenance Manual: Page 1.7 / 2.47 / 6.5 / 6.6 / 6.8 through 6.12 / 9.4 / 12.7

These pages contain already the revisions according to TN 10 & TN 18 and they can be used even if none of the other two TN's was accomplished previously. If any of these two other TN's is done AFTER accomplishment of TN 21, then the pages with revision note TN 10/18/21 must not be exchanged again.

Material and drawings: See under para "Action".

Mass and C.G.: It is necessary to re-determine the mass and C.G. data and to change the Data placard and trim plan.

Notes: Owing to the increase of the empty mass and the max. take-off mass the climb performance and the climb ceiling with the engine running is slightly decreased.

The Manual pages may be exchanged by the owner/operator of the sailplane himself.

The manufacturing / assembly works must only be done by the manufacturer of the sailplane (Alexander Schleicher GmbH & Co) or by an appropriately licensed aviation repair station.

On the new page 2.8 of the Flight Manual the aviation inspector must cancel the value for the mass of the non-lift producing components which is not applicable for the serial number in question.

In the Maintenance Manual the valid values can be color-marked.

The entire action / accomplishment of this mod must be checked by a licensed aviation inspector within the scope of a 'major mod', and must be certified by him in the aircraft's log-book, Flight and Maintenance Manual, and in the aircraft's inspection records.

Poppenhausen, Feb. 21, 2003

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 March 7, 2003, (signed by RONIG).

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