

Subject: Inspection and where necessary replacement of one fuel line.

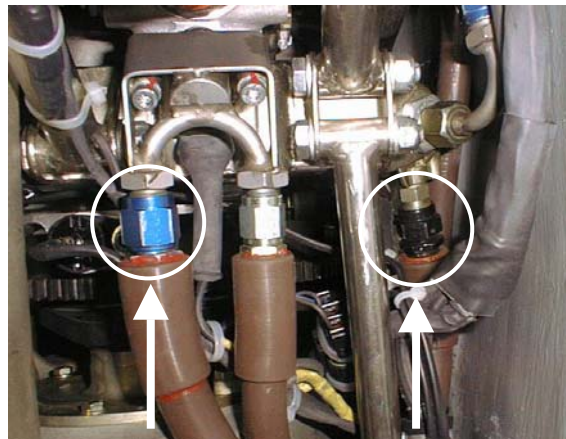
Affected: All ASH 25 Mi (production series ASH 25 M with fuel injection, Engine IAE50R-AA).
No longer applicable to all ASH 25 Mi serial numbers as of 25234.

The following serial numbers are exempted, as this action has already been accomplished:
25202, 25204, 25214 and 25231

Compliance: Immediately, prior to the next take-off (see also "Notes")

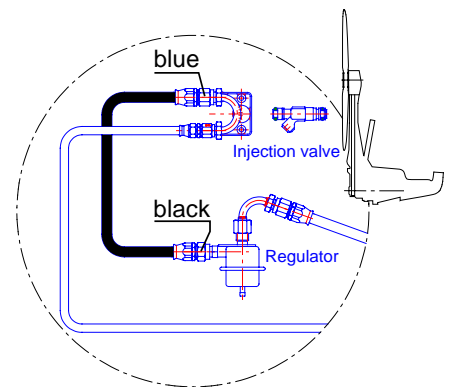
Reason: An incorrect fitting at one end of a fuel line was installed during a short period of time in production. During the standard engine test in production no problem with tightness was found. Specially after maintenance the incorrect combination of sealing cones inside the fittings may cause a fuel leak.

Action: With the engine bay doors open, the fuel line between injection valve and pressure regulator must be checked. The color of the connecting fitting at the injection valve must be **blue**, and the connecting fitting at the pressure regulator must be **black**.
If this is the case, no replacement is necessary, only the para "Notes" must be met.



blue

black



If this is not the case, and the fuel line uses **blue** connecting fittings at both ends, then the following action must be accomplished:

Normally the engine unit need not be removed for this purpose. With the propeller extended, the incorrect fuel line must be removed and replaced for the following fuel line:

Fuel line A

Drawing no. 803.62.0040, revision 12.02

Across Flats:	blue fitting	A/F 11/16" (17,5 mm)
	black fitting	A/F 19 (mm)

Caution: any escaping fuel must be collected.

The new fuel line must be fitted the same way like the old one.

Location of the fittings: **blue** > at the injection valve
black > at the pressure regulator

Torque: 1,5 –1,8 daNm

After the installation of the new fuel line a **leakage test** must be done as follows:

Switch on ignition to activate the fuel pump; the pressure in the fuel system builds up.

Warning: the engine must not be started for this purpose! Make sure that the propeller arc is free and the starter button is not activated inadvertently!

Fuel pump 2 (secondary pump) is also activated. After approx. 30 seconds operation the secondary pump and the ignition are switched off again and the connecting joints of the new fuel line checked for leakage.

If fuel visibly escapes already during the leakage test, ignition and secondary pump must be switched off immediately!

Material and Drawings:

As stated under "Action".

The new fuel line may be obtained from:

Alexander Schleicher Segelflugzeugbau
Postfach 60
36161 Poppenhausen

Tel. ++49 (0) 6658 / 89-0 (German) ++49 (0) 6658 / 89-12 (English)

Email: info@alexander-schleicher.de

Mass and C.G.:

This action has no influence on the mass and C.G. data.

Notes:

The inspection may be done by the operator, the assembly work only by a competent person.

The accomplishment of all action must be inspected by an appropriately licensed aviation inspector and certified by him in the log book and in the aircraft inspection documents.

If the inspection shows that the correct fuel line (one **blue** and one **black** fitting) is already fitted, the aircraft may be continued in operation. In this case it is sufficient that the accomplishment of the inspection is certified by an appropriately licensed aviation inspector, at the latest on the occasion of the next annual C. of A. inspection.

Poppenhausen, February 21, 2003

Alexander Schleicher
GmbH & Co.

i.A.

(M. Münch)

The German original of this Technical Note has been approved by the LBA under the date of 17.03.2003 (signature: Ronig). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.