



## Airworthiness Directive

98-347

**Luftfahrt-Bundesamt**  
Airworthiness Directive Section  
Hermann-Blenk-Str. 26  
38108 Braunschweig  
Federal Republic of Germany

**Alexander Schleicher**

Effective Date: 10 September 1998

### Affected:

Kind of aeronautical product:	Powered Sailplanes
Manufacturer:	Alexander Schleicher GmbH & Co., Poppenhausen, Germany
Type:	ASH 26 E
Models affected:	ASH 26 E
Serial numbers affected:	all
German Type Certificate No.:	883

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### Subject:

Hazard of an engine fire in flight.

### Reason:

On one of the Powered Sailplanes ASH 26 E an engine fire occurred after engine shut down in flight. After examination by the manufacturer two possibilities could be the reason for this problem:

- excessive leakage of the pipe for the rotor cooling air and
- oil accumulation within the engine compartment and contamination of the exhaust insulation material due to failures at the refilling of the oil tank.

### Action:

The following actions are required by this Airworthiness Directive:

1. Inspection of the pipe for the rotor cooling air for damages and traces of any leakage.
2. Replacement of the pipe for the rotor cooling air if damages have been found during the inspection.
3. Inspection of the engine compartment and exhaust insulation material for oil accumulation and oil contamination.
4. Cleaning of the engine compartment and replacement of the exhaust insulation material if any oil accumulation or oil contamination have been established during the inspection.
5. Installation of a placard in clear view of the operator and near the area of the oil tank with the following content:  
„Refilling of the oil tank only with a funnel.  
Do not overfill the oil tank.  
Oil contamination of the engine  
compartment can lead to a fire in flight!“

All necessary actions must be performed on the basis of the mentioned Service Bulletin of the manufacturer.

### Compliance:

The mentioned actions must be carried out within the following compliance times:

1. Before the next flight.
2. Before the next flight after establishment of any damages.
3. Before the next flight.
4. Before the next flight after establishment of any oil contamination in the engine compartment.
5. Within 30 calendar days.

### Technical publication of the manufacturer:

Schleicher Technische Mitteilung No. 6 dated August 10, 1998 which becomes herewith part of this AD and may be obtained from Messrs.:

Alexander Schleicher GmbH & Co.  
Segelflugzeugbau  
Postfach 60

36163 Poppenhausen  
G E R M A N Y  
Tel.: ++49 (0) 6658-890  
Fax: ++49 (0) 6658-8923

**Accomplishment and log book entry:**

Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

**Holders of affected aircraft registered in Germany have to observe the following:**

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

**Instructions about Available Legal Remedies:**

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.