

Subject: Improvement of airbrake efficiency.
Serial number applicability: All sailplanes ASH 26 and all powered sailplanes ASH 26 E, all production series.

Compliance: None.

Reason: For improvement of the airbrake efficiency SCHLEICHER offers a mod kit to convert the airbrakes to a double-panel system. As the hand forces for retracting the airbrakes must not be above 20 daN at v_T (max. permissible aero tow speed), this speed needs to be reduced from 160 to 150 km/h. By this the airbrake stops in the wing airbrake box as well as the additional spring in the fuselage-side airbrake control system are no longer applicable.

Action:

1. Installation and adjustment according to „*Installation Instructions Lower Airbrake Panels*“. On the Data Placard in the cockpit the maximum speed for aero tow must be changed from 160 km/h to 150 km/h.
2. The following manual pages must be exchanged for new pages with the revision entry "TN-No.2" (or 3 respectively). The accomplishment of the change to the Manuals must be entered on the respective page "Record of Revisions".

ASH 26 E : Flight Manual: Page 2.4 2.12 2.13
TN 3 June 97 Maintenance Manual: Page 2.10 2.42 9.4

ASH 26 : Flight Manual: Page 2.5 2.9 2.10
TN 2 June 97 Maintenance Manual: Page 2.10 2.15 9.4

Material & Drawings: **Installation Instructions Lower Airbrake Panels**

Mass and CG: The change in mass is low and, therefore, the influence on empty mass and C.G. is negligible.

Notes:

The „Lower Airbrake Panels“ (260.44.0015) must be obtained from the manufacturer Alexander Schleicher GmbH or from the SCHLEICHER agency in your country. The accomplishment of the mod to the airbrakes must be done only by a technical aviation repair station holding an appropriate license. Where the airbrake control system needed to be adjusted, the wheel brake function must be checked and where necessary re-adjusted.

Accomplishment of all actions must be examined and certified by a licensed aviation inspector in the glider logbook, Flight & Maintenance Manual, and in the glider inspection certificates.

The manual pages may be exchanged by the owner / operator himself. The accomplishment of the change to the manuals must be entered on the page "Record of Revisions" (Page 0.2 / 0.3 respectively) in both manuals; and in the "List of effective pages" (Sect.0.2) the date of the exchanged pages must be changed by hand to „June 97“.

Poppenhausen, August 28, 1997

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i.A.
(M. Heide)

The German original of this Technical Note has been approved by the LBA under the date of September 17, 1997 (signature: **FENDT**). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.