

ASH 26 E Flight Manual

V_{RA}	Rough air speed	184 (99)	Do not exceed this speed except in smooth air, and then only with caution. Examples of rough air are lee-wave rotor, thunderclouds etc.
V_A	Maneuvering speed	184 (99)	Do not make full or abrupt control movement above this speed, because under certain conditions the sailplane may be overstressed by full control movement.

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v_{FE}	<p>Max. Flap Extended Speed (if applicable give different flap settings)</p> <p>(WK = Flap)</p>	<p>WK1=270 (146) WK2=270 (146) WKW=270 (146) WK3=270 (146) WK4=160 (86) WKL=140 (75.5)</p>	<p>Do not exceed these speeds with the given flap setting.</p>
v_W	<p>Max. winch launching speed</p>	<p>130 (70)</p>	<p>Do not exceed this speed during winch- or autotow-launching</p>
v_T	<p>Max. aerotowing speed</p>	<p>150 (81)</p>	<p>Do not exceed this speed during aerotow</p>

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Approved Octane Rating: not less than 94 RON/ROZ

Approved fuel grades: preferably AVGAS 100LL

Fuel grades like Car Super, Euro-Super, and Super-plus are also permissible.

The US 94 octane rating complies with the minimum relative octane number required by the engine manufacturer.

For further data refer to the Engine Manual AE50R.

Engine oil: Preferably Silkolene Comp 2 Pre-mix.
However, Mobil Pegasus 485 or Castrol Aviation A545 or Spectro Oils of America "Golden Spectro" can also be used.

2.13 Minimum Equipment

Minimum Equipment consists of:

- 1 x ASI indicating up to 300 km/h = 162 kts
- 1 x Altimeter
- 1 x 4-part seat harness (symmetrical)
- 1 x Magnetic Compass
- 1 x ILEC engine control unit
- 1 x rear view mirror
- 1 x parachute or back cushion

For flights beyond the environs of the airfield at which the flight originates an aircraft radio is mandatory (for Germany). In addition, headphones should be worn when the engine is running.

Approved equipment is listed in the Maintenance Manual in Section 12.1.

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2.14 Aerotow, winch- and autotow-launching

The maximum launch speeds are:

for aerotow	150 km/h (80,9 kts)
for winch- and autotow-launch	130 km/h (70,1 kts)

For all launching methods a weak link of 675 to 825 daN must be used in the launch cable or tow rope.

For aerotow, the tow rope must be not less than 40 m (135 feet) in length.

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2.15 Operating Limitations Placard

This placard is fixed at the left cockpit side wall and contains the most important Mass and Speed Limitations.

Segelflugzeugbau A. Schleicher GmbH & Co. Poppenhausen	
Model: ASH 26 E	Serial No.:
DATA and LOADING PLACARD	
Empty Mass:	kg lb
Max. Flight Mass:	525 kg 1158 lb
Min. Seat Load	kg lb
Max. Seat Load	kg lb
Max. Permissible Speeds:	
Calm Air	146.6 kts 270 km/h
Winch Launch W/L	70.1 kts 130 km/h
Aerotow A/T	80.9 kts 150 km/h <small>TMS</small>
Extending Landing Gear	99.2 kts 184 km/h
as Maneuvering Speed	99.2 kts 184 km/h
With Power-Plant running:	
to extend/retract propeller	48.5 - 64.7 kts 90-120 km/h
Propeller extended	99.2 kts 184 km/h
Weak Link for Aerotow & Winch Launch:	675 bis 825 daN
Tire Pressure	
Main Wheel:	2.9 to 3.2 bar (42 to 46 psi)
Tail Wheel:	2.4 to 2.6 bar (34 to 37 psi)

Reduced minimum cockpit load
without trim ballast in the fin:
see flight manual - Page 6.4

Reduced minimum cockpit load
with power-plant dismantled
see flight manual - Page 6.4

Reduced minimum cockpit load without
barograph in the engine compartment:
see flight manual - Page 6.4

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Reduced minimum cockpit load by fitting removable trim ballast in front of the pedal assembly: see Section 7.13.

The baggage compartment load must not exceed 15 kg = 33 lb.

Baggage compartment load	max. 15 kg (33 lbs.)
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Fig. 2.2 - 4 Airbrake Control System In The Fuselage

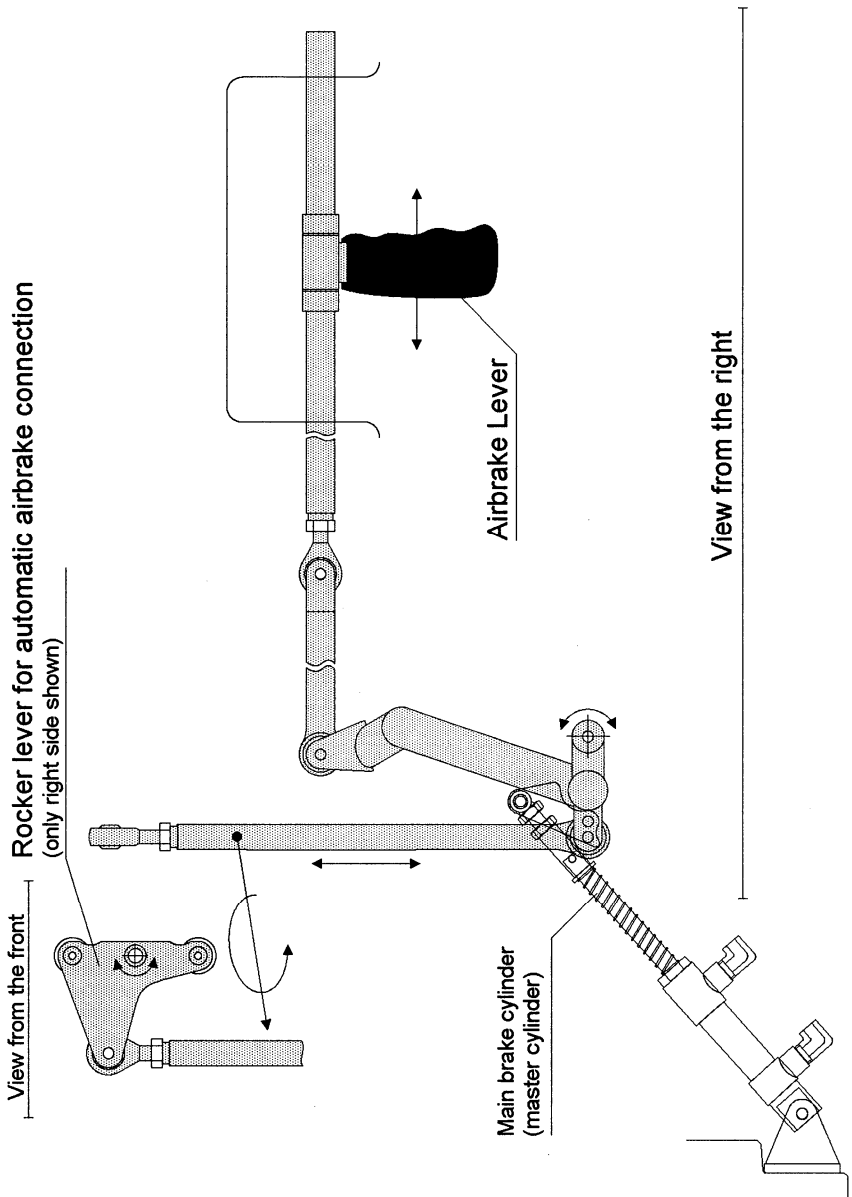
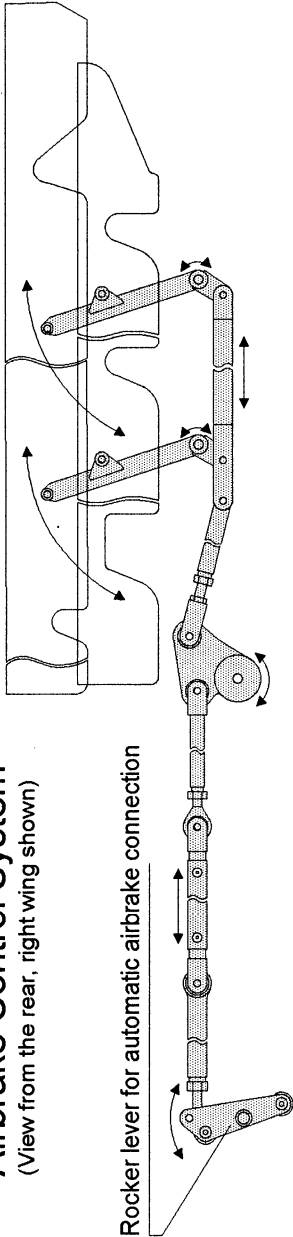


Fig. 2.2 - 5 Control Systems In The Wing

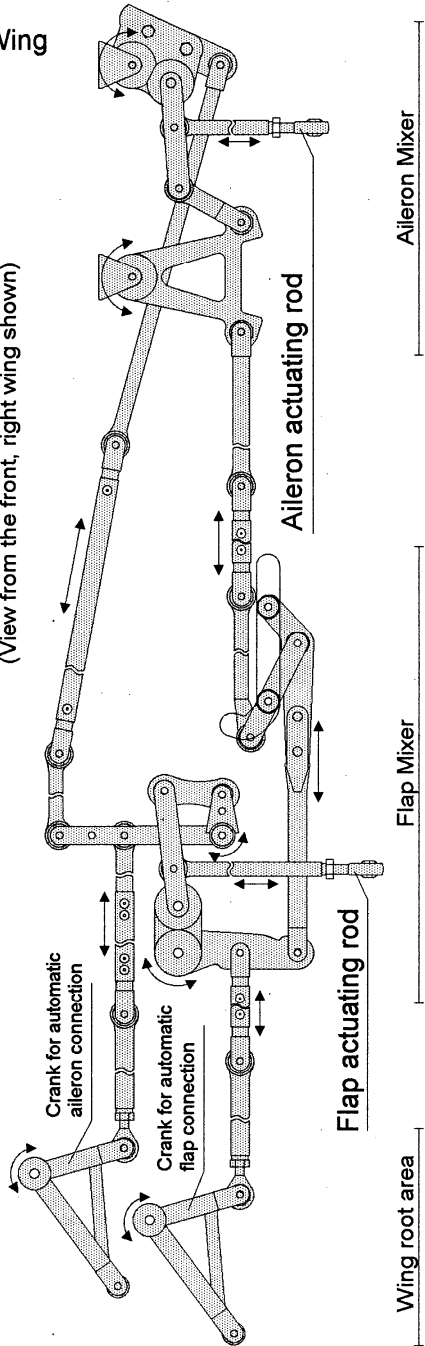
Airbrake Control System

(View from the rear, right wing shown)



Aileron and Flap Control Systems

(View from the front, right wing shown)



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brake and shock absorber element. If badly soiled, the landing gear should be cleaned immediately.

Also: do not forget to clean and lubricate the wheel bearings and shock absorber bearings.

Tires

Tire pressure should be checked frequently.

When the tread is worn, the tire must be replaced.

The tire must be protected from all kinds of grease and oil, as these will attack and damage the rubber.

Tire Sizes:

Main Wheel: 5.00-5, 6pr TT
Tire with inner tube 5.00-5 TR67A

Tail Wheel: 210 x 65 tire with inner tube

Tire Pressures:

Main Wheel: 2.9 to 3.2 bar
(= 42 to 46.5 psi)

Tail Wheel: 2.4 to 2.6 bar
(= 34.8 to 37.7 psi)

Wheel Brake System

To maintain and adjust the hydraulic brake, the small fairing at the rear landing gear bulkhead must be removed. If the action of the wheel brake is found to be poor or altogether ineffective, this may be due to the following causes:

1. Brake linings may be worn and needing renewal.

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2. Air may have entered the brake line and necessitate bleeding of the brake system.
3. No brake fluid in the system; check brake system for leaks, replenish brake fluid and bleed system.

NOTE: As the hydraulic wheel brake and the airbrakes are actuated by a common brake lever in the cockpit, it is necessary to ensure that both systems are accurately adjusted relative to each other.

The master cylinder also acts as the stop for the airbrake control linkage. By untightening the lock nut at the master cylinder and turning in or out the adjusting head (see Fig.2.5-1) the hydraulic system may be adjusted so that it acts as the stop damper.

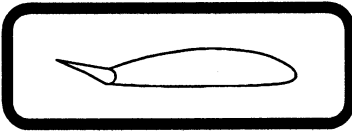
How to Adjust the Brake:

With the aircraft rigged, the wheel brake must begin to act already distinctly when the airbrake lever in the fuselage is in the position as shown in Fig.2.5-2. When the lever is pulled back by further 30 mm using maximum hand force, the brake pressure should limit the travel of the brake lever. The airbrake in the wing must just not yet be at its stop.

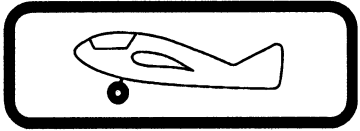
NOTE: A possible uneven extending of the airbrakes is no problem and even intended as the airbrake control linkage has been adjusted this way in order to reduce the toggle lock force.

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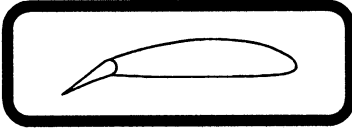
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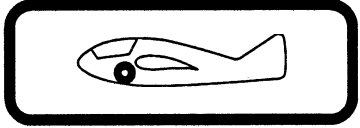
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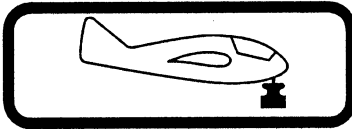
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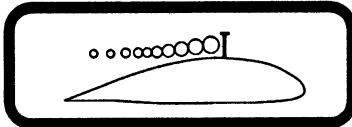
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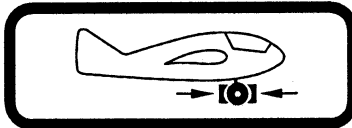
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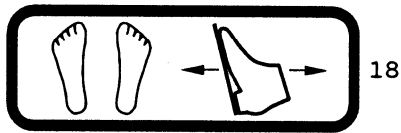
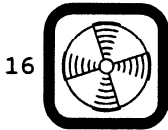
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Segelflugzeugbau A. Schleicher GmbH & Co. Poppenhausen

Model: ASH 26 E Serial No.:

DATA and LOADING PLACARD

Empty Mass:	kg	lb
Max. Flight Mass:	525 kg	1158 lb

Min. Seat Load	kg	lb
Max. Seat Load	kg	lb

Max. Permissible Speeds:

Calm Air	146.6 kts	270 km/h
Winch Launch W/L	70.1 kts	130 km/h
Aerotow A/T	80.9 kts	150 km/h ^{TM3}
Extending Landing Gear	99.2 kts	184 km/h
as Maneuvering Speed	99.2 kts	184 km/h

With Power-Plant running:

to extend/retract propeller	48.5 - 64.7 kts	90-120 km/h
Propeller extended	99.2 kts	184 km/h

Weak Link for Aerotow & Winch Launch: 675 bis 825 daN

Tire Pressure	Main Wheel:	2.9 to 3.2 bar (42 to 46 psi)
	Tail Wheel:	2.4 to 2.6 bar (34 to 37 psi)

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