

Subject : Inspection of the engine compartment and the exhaust damper fairing for escaped or spilt engine oil.

Serial number applicability: All ASH 26 E, Data Sheet No.04.883.

Compliance: Visual inspection prior to the next engine operation, as described under point Action.

Reason: In the case of one ASH 26 E with about 36 hours engine operating time, engine oil in the heat damping layer of the exhaust fairing has ignited, presumably after switching off the engine, and has caused a smolder in this fairing.

The following causes may have lead to the presumed oil accumulation:

- Oil was spilt when filling up the engine oil tank.
- The red silicone tube of the rotor interior air cooling (just in front of the carburettor, slightly below) has become leaking.

As a consequence of the by pass cooling air suction this oil may get into the porous heat damping layer. When the engine is switched off, the exhaust damper is no longer cooled and so it may be possible under special circumstances that a too strong heating develops in this damping fairing. The damping fairing itself is fire-proof, but the oil inside could ignite.

Action: First, the red silicone tube of the rotor interior air cooling must be inspected for its condition. This tube connects the oil sump with the connecting pipe which runs directly below the front side of the carburettor. On earlier serial numbers this connection was done by a high grade steel corrugated tube which also should be inspected for its condition. If a leaking connecting tube is found, it must be replaced prior to the next engine operation.

As the next step, using an electric torch, the heat damping layer of the lower exhaust damper fairing must be investigated for penetrated oil. If it is too difficult to sight between oil tank and exhaust damper at the lower exhaust damper layer, alternatively a piece of white, absorbent cloth can be wrapped around a thin bar which is then used to dab the white lower damping layer. If oil has penetrated, this should be seen on the absorbent cloth.

If oil traces are found, this heat damping layer must be replaced prior to the next engine operation. A cleaning is not advised because of lack of experience.

If no escaped or spilt engine oil is found, the engine can be normally operated. When filling up engine oil, this should always be done carefully and by means of a suitable funnel. Moreover, the oil tank should not be filled up to the rim, as due to the thermal expansion a small amount of oil can escape and collect in the upper bordered cap of the oil tank.

**Material &
Drawings:**

The red Silicone tube and the heat damping material must be obtained from SCHLEICHER or the respective Schleicher agency in other countries.

Mass & C.G.:

Not applicable.

Notes:

The inspections can be accomplished by a skilled person and must be entered in the glider logbook under the block *Maintenance Works*.

The exchange of parts must be done by the manufacturer Alexander Schleicher or by a technical aviation service station holding an appropriate license, and is to be checked and entered by a licensed aviation inspector in the sailplane's log and relevant inspection documents.

Poppenhausen, August 10, 1998

Alexander Schleicher
GmbH & Co.

By order

(Martin Heide)

The German original of this Technical Note has been approved by the LBA under the date of August 10, 1998 (signature: FENDT).

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