

Part I: Installation of a fixed re-fuelling system in the fuselage
Part II: Return of the wing tank ventilation into the fuselage tank

Part I:

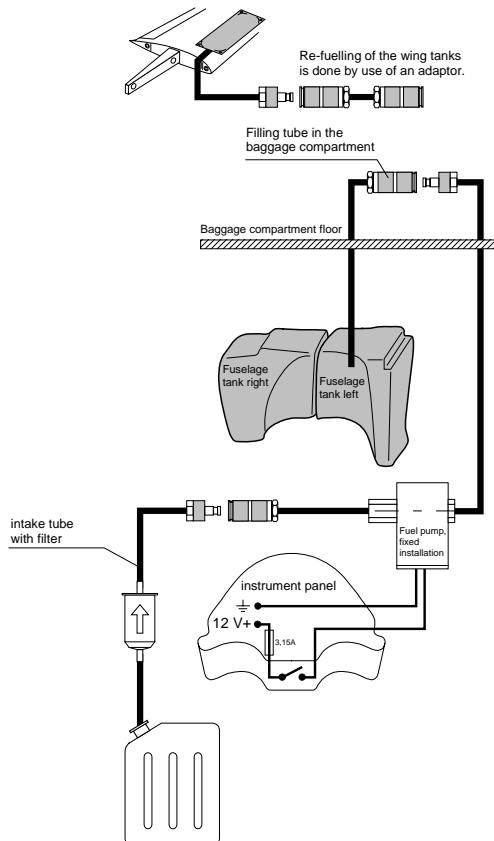
Subject: Fixed re-fuelling system

Serial number applicability: All ASH 26 E

Compliance: None, optional extra on customer request.

Reason:

The components of the external re-fuelling system may also be installed fixed in the fuselage; this is offered as an optional extra. Two versions are available:



1. Fuel pump behind barograph box in the fuselage

The fuel pump is located behind the barograph box. The fuel line runs (fire-protected behind the engine bay side wall) forwards to the baggage compartment. Here the re-fuelling system can be connected to the filling tube which is supplied as standard equipment item. The connecting coupling for the external intake tube with filter is located in the barograph box.

2. Fuel pump in front of fire bulkhead

The fuel pump is fitted in front of the fire bulkhead in the area of the control linkage system. The fuel line runs to the baggage compartment. Here the re-fuelling system can be connected to the filling tube which is supplied as standard equipment item. The connecting coupling for the external intake tube with filter is located at the rear shut-off wall of the landing gear compartment; it can be accessed from below through the landing gear box. There is a cover to protect the connecting coupling from dirt; and additionally it is closed by a dust plug.

The fuel pump is actuated via a switch in the instrument panel. Re-fuelling the wing tanks is done by use of an adaptor.

Material and Drawings:

268.62.9006 „Installation re-fuelling system (optional extra)“

Mass & C.G.:

Installation of the parts leads to mass changes. In the case of the installation of the pump in the barograph box also the influence on the C.G. range must be taken into account.

Part II:

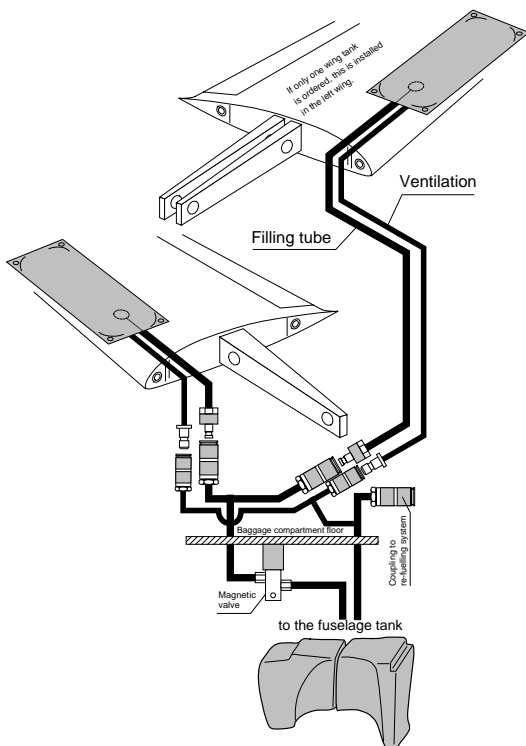
Subject: Return of the wing tank ventilation into the fuselage tank

Serial number applicability: All ASH 26 E

Compliance: None, optional extra on customer request.

Reason:

If during re-fuelling the wing tanks are overfilled inadvertently, fuel could escape via the ventilation at the end rib of the inner wing, fuel which better should be collected for environmental reasons. In order to avoid such the vent tube can be returned into the fuselage tank. This tube however requires a separation joint at the fuselage to wing intersection; a separation joint which **must** be connected additionally during each rigging. The couplings used at this point are different from the existing wing tank couplings to exclude a mix-up.



Material and Drawings:: 268.62.9005 „Wing tank ventilation, return into the fuselage tank “

Mass & C.G.: After the installation of these parts the change in mass is low and, therefore, the influence on empty mass and C.G. is negligible.

The following points apply to Part I and Part II:

Action: The following pages in the manuals must be exchanged - or added respectively - for new pages with the corresponding revision entry „TN 11 dated 25.09.00“. The exchange of the pages in the Manuals must be documented on page "Record of Revisions" (Section 0). In the Index of Effective Pages (Section 0) the date for the inserted pages must be changed by hand to "25.09.00".

Flight Manual: page 4.4 7.22 7.24 9.2 9.3 9.4
Maintenance Manual: page 2.35 thru 2.38 2.74

Important Note for Manual Changes:

In the case that one of the manual pages amended by the present TN does contain already a previously approved amendment (as e.g. in the case of a previous TN), the previously amended page **remains valid** and the page amended under this TN is inserted **in addition !**

Notes: The installation must only be accomplished by the manufacturer or by a technical aviation service station holding an appropriate license.

The accomplishment of the mod must be inspected and certified by a licensed aviation inspector in the sailplane logbook and in the sailplane inspection certificates.

The exchange of the pages in the Manuals can be done by the operator of the sailplane himself.

Poppenhausen, September 25, 2000

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i.A.

(M. Münch)

The German original of this Technical Note has been approved by the LBA under the date of Nov.8, 2000 (signature: WALTER). The translation into English has been done by best knowledge and judgment; in any case of doubt the German original is controlling.