

**Subject:** Alteration of the engine manufacturer.

**Affected:** All ASH 26 E

**Compliance:** None; in case of retrofit or change of engine; standard for new series production aircraft.

**Reason:** The company Mid-West Engines, previously an independent company, was taken over completely by Diamond Aircraft Industries GmbH (DAI). At the same time the Type Certification for the engine types which are installed by Alexander Schleicher in their aircraft, was moved from the British CAA to the Austrian ACG. The designation of the engine types was not changed.

**Action:** When installing an engine made by the new engine manufacturer, the manual pages as listed below must be exchanged, as they refer to pages of the changed engine manual, or to the name of the engine manufacturer.  
The engine manual as issued by Mid-West Engines remains valid parallelly to the engine manual issued by Diamond Aircraft Industries GmbH. Further details are governed by the Engine Data Sheet.

The following manual pages must be exchanged for new pages with the same page no., but with the revision entry & date "TN 12 / April 2003". The exchange of the pages in the Manuals must be documented on the respective page "Record of Revisions".

**ASH 26 E:**

FM p.: 1.4 2.7 (with TN 10) or 2.7 (without TN 10)  
MM p.: 1.3 1.6 (with TN 10) or 1.6 (without TN 10)  
2.12 2.18 2.23 thru 2.26 4.5  
5.8 (with TN 10) or 5.8 (without TN 10)  
12.6 (with TN 10) or 12.6 (without TN 10)

Legend: Flight Manual pages = FM p. // Maintenance Manual pages = MM p.

*Important general note for revisions to the manuals:* in case that any manual page referred to herein, has already been changed in your manual by a previously issued revision (as eg: by a Technical Note); then the previous manual page revision remains valid. And the pages under this TN must be inserted in addition!

**Material and Drawings:**

See under para 'ACTION'.

**Mass and C.G.:**

In case of an engine retrofitted or for new series production aircraft a weight & balance measurement is principally required.  
After the exchange of a power-plant the C.G. range must be checked as the engine mass may differ depending on the modification status of the engine.

**Notes:**

The constructional works in case of retrofitted engines must only be accomplished by the manufacturer Alexander Schleicher.  
All measures accomplished must be inspected by an appropriately licensed aviation inspector and then certified by him in the aircraft's inspection documents, log-book, Flight and Maintenance Manual.

Poppenhausen, May 7, 2003

**Alexander Schleicher**  
GmbH & Co.  
By order  
(M. Heide)

The German original of this Technical Note has been approved by the LBA under the date of **Feb. 24, 2004** (signature: **Ronig**). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.

EASA approved on: **Feb. 26, 2004**

under Approval No.: **2004-1681**