

- Subject:** Various constructional modifications
- Affected:** All ASH 26 E, TC Data Sheet L-883, all serial numbers.
- Compliance:** None; optional on customer request, for retrofit or for new built aircraft.
- Reason:** Various modifications to improve ease of maintenance and to upgrade the product shall be offered as option for retrofit or become series standard for new built aircraft.
1. New fuel lines without firm exchange intervals
 2. New starter plug in engine compartment
 3. Access holes for spark plugs in the fuselage shell
 4. Prepared installation of the winglet interface in the wing
 5. New radiator
 6. ILEC - engine control instrument, version 2
 7. Indication of the type of spark plug in a Maintenance Instruction
 8. New tail wheel variant
- Action:**
- 1. New fuel lines without firm exchange intervals**
According to drawings 268.62.1007, 268.62.1008 and 800.62.9002 fuel lines without limited service life can be used for retrofit, else are series standard for new built aircraft. The service life of these fuel lines is now "on condition".
 - 2. New starter plug in engine compartment**
To improve ease of maintenance the plug at the starter cable can be modified as per drawing 268.64.9011.
 - 3. Access holes for spark plugs in the fuselage shell**
These openings permit the inspection or exchange of the spark plugs without having to dismount the engine unit. According to drawing 268.11.9052 the holes are drilled into the fuselage shell and are reinforced by FRP layers.
 - 4. Prepared installation of the winglet interface in the wing**
According to drawing 260.51.90031 the parts marked No. 1, 2, and 3 at the wing interface can be fitted inside already prior to the bonding of the two wing shells; this will facilitate a later retrofit of winglets.
 - 5. New radiator**
Changing to another radiator manufacturer required some minor mods to the radiator assembly for production reasons; these are documented in drawing 800.61.0028.
 - 6. ILEC - engine control instrument, version 2**
The instrument manufacturer has adapted the circuit design to the improved version used with the ASH 25 Mi. For this reason the instrument designation changes. In view of the operation only the calibration of the fuel contents has been changed. The relevant Maintenance Instruction has been amended.
 - 7. Indication of the type of spark plug in a Maintenance Instruction**
The Maintenance Instruction „Spark plugs AE 50R / IAE 50R-AA“ names the type of the spark plugs to use. These commercial-quality plugs can be used without need of an "EASA Form 1" from the engine manufacturer.
 - 8. New tail wheel variant**
Besides the existing tail wheel optionally also the lighter wheel „210 x 65“, made by Streifeneder, can be installed.

The following manual pages must be exchanged for new pages with the same page no., but with the revision entry & date "TN 13 / Feb. 2005". The exchange of the pages in the Manuals must be documented on the respective page "Record of Revisions".

Maintenance Manual pages: 2.27 2.31 2.39 2.61 2.72 4.6 7.10 7.11

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.:

The Actions 1. thru 7. have no influence on the c.g. range. When changing the tail wheel (Action 8.) a weight & balance re-determination is principally required; it must be done either by calculation or by weighing !

Notes:

The exchange of the pages in the Manuals can be done by the operator of the aircraft himself. The accomplishment of the exchange of the pages in the Manuals must be documented on the respective page "Record of Revisions" (Section 0, under 0.1). In the "Index of Effective Pages" (Section 0, under 0.2) the date of the inserted pages must be changed to "22.02.05" by hand.

Ad 1: Accomplishment by a competent person.

Ad 2 and 3: Accomplishment by an appropriately licensed aviation repair station.

Ad 4 and 5: The constructional works must only be accomplished by the manufacturer Alexander Schleicher GmbH & Co.

Ad 6: On any motor glider the ILEC engine control instrument, version 2, can be exchanged without need to modify the wiring. Accomplishment by a competent person.

Ad 7 and 8: Replacing spark plugs and changing to the optional tail wheel can be accomplished by a competent person.

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, Feb. 22, 2005

Alexander Schleicher
GmbH & Co.

By order

(M. Heide)

EASA approved on April 19, 2005 under Approval No. 2005-3675

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