

Subject: A) Improved attachment of the RPM-sensor
B) Improved attachment of the fuel pump
C) Upgrade of the hardware of the power-plant instrument
D) Exchange of manual pages

Applicability: All ASW 28-18E, Type Certificate EASA.A.034, all S/N up to 28742 inclusive, serial standard from S/N 28743 on

Urgency: Exchange in case of need, but by 31st of March 2007 at the latest.

Classification: Minor modification

Reason: Higher fatigue strength

Action: A) The attachment made of FRP (850.72.203) replaces the aluminium part (850.72.0021).
B) The attachment plate (850.72.0088) of the pneumatic fuel pump is replaced by a more convenient formed part.

When installing the speed sensor again, a distance of 6±1mm has to be adjusted between sensor and magnetized side of the pole wheel.
The screw connections have to be secured with Loctite 242.

C) Power-plant instruments with hardware-versions H1.01 or H1.02 must be updated to version H1.03.
Alternatively H1.06 is also possible.
D) The following Flight Manual page must be exchanged: 4.22

Material and Drawings: See Action

Mass and C. G.: Mass differences are so small, that a new weight and C.G. determination is not necessary.

Notes: Actions A) and B) may only be accomplished by the manufacturer Alexander Schleicher GmbH & Co. (AS) or by a technical aviation repair station holding an appropriate license.
For action C) the power-plant instrument must be sent in to Messrs. AS or the manufacturer of the engine control unit, Messrs. ILEC.

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The manual page can be exchanged from the plane owner himself.

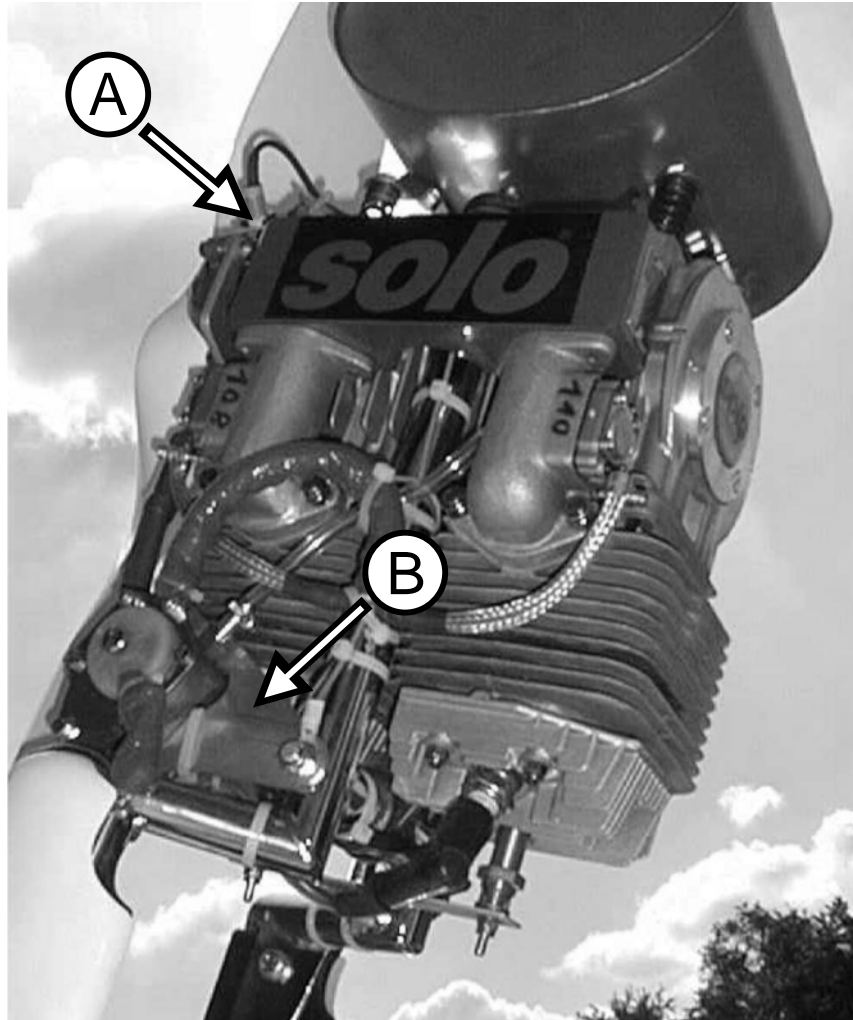
Action A), B) or C) may have already been realised ex works.

To display the version numbers, switch on the power-plant instrument and retract the engine. A after a short latency text moves across the display. The software-version is marked with a 'S' and the hardware-version is marked with a 'H' (i.e.: H1.03 S1.12).

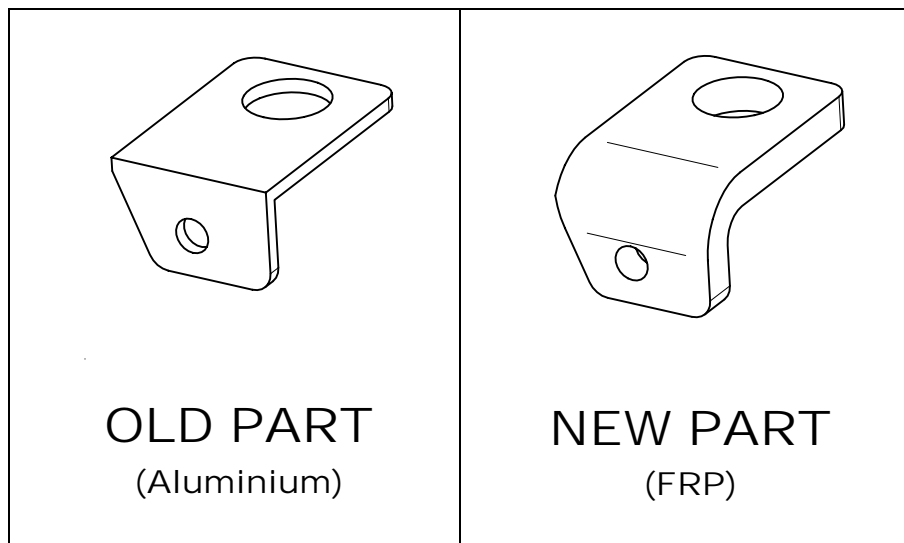
The accomplishment of all actions must be examined and certified in the sailplane's log, Flight and Maintenance Manuals, and in the aircraft's inspection documents by a licensed aviation inspector.

The position and shape of the parts involved by A) and B) can be taken from the following illustrations:

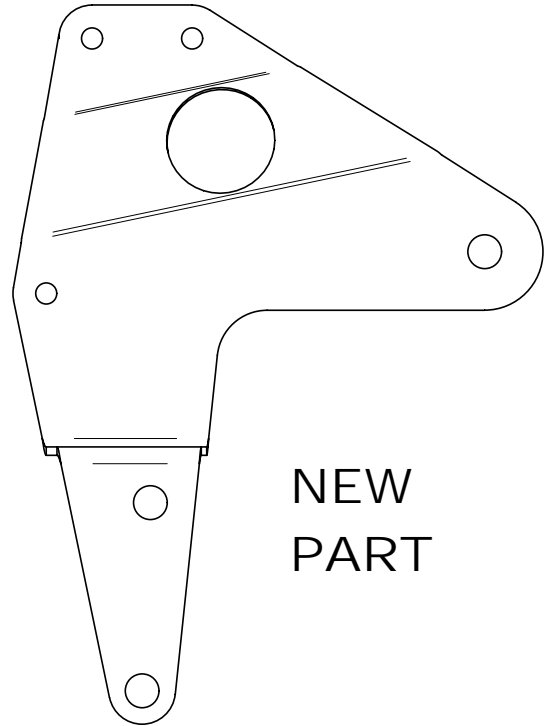
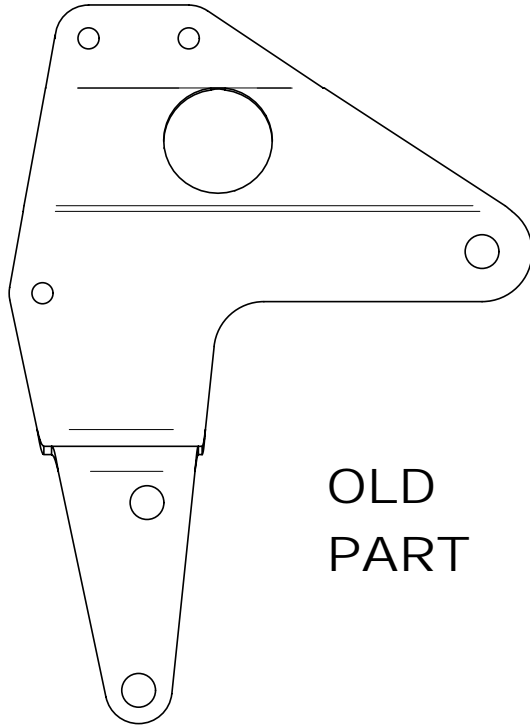
Position of the involved parts:



Part on A:



Part on B:



Poppenhausen, 1st September 2006

Alexander Schleicher
GmbH & Co.

i. A. *M. Greiner*

(M. Greiner)

The German original has been approved by the EASA at the date of the 13th November 2006 under the EASA project number EASA.A.C.04992.

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