

<b>Subject:</b>	Potential cracks in the left and right engine bearer and the attachment of the fuel pump
<b>Applicability:</b>	ASW 28-18E TCDS EASA A.034, all serial numbers
<b>Urgency:</b>	A) Within 30 days after the effective date of the corresponding AD If the inspection proves that the engine bearer is affected: B) Within 30 days after the effective date of the corresponding AD C, D) Within 30 days after the effective date of the corresponding AD, provided the conditions described in the actions are fulfilled E) Within 10 months after the effective date of the corresponding AD F, G) After completion of actions C and D respectively E
<b>Reason:</b>	Cracks appeared in the horizontal tube of the left or right engine bearer (Fig. 1). Not affected are engine bearers of the following two kind: <ul style="list-style-type: none"><li>• Either those, which are already reinforced and were marked by a punched X (Fig 2).</li><li>• As well as those, which were installed due to TN 10, action A (drawing number 850.67.0110).</li></ul>
<b>Action:</b>	A) It has to be checked, if the engine bearer is affected. No further action is necessary, <ul style="list-style-type: none"><li>• if the engine bearers are marked with a punched X. (Fig. 2)</li></ul> or <ul style="list-style-type: none"><li>• if TN 10, action A, has been implemented. (Fig. 3)</li></ul> In all other cases action B and E, and, where necessary, C and D are required.B) B.1) The following manual pages have to be exchanged against new ones with the revision status "TN 15 / 01.05.14": Flight Manual: Pages 4.10 and 4.11 The exchange of manual pages must be entered on the page „Record of Revisions“ and in the „List of effective pages“. B.2) The right engine bearer and the left engine bearer are to be inspected visually for cracks in the area of the horizontal tube (Fig. 1, ①).  B.3) The attachment of the fuel pump (Fig. 1, ②) is to be inspected visually for cracks. If damage can be found, the part is to be replaced against a new part. C) If, during the inspection as required by paragraph B.2, any crack is detected: <ul style="list-style-type: none"><li>• before next flight, replace both (LH and RH) engine mounts (engine bearers) with serviceable parts, which are marked with a punched X. (Fig. 2)</li><li>• or before next flight install a placard "DO NOT OPERATE THE ENGINE" above the power plant instrument or on a better visible and suitable location on the instrument panel: "DO NOT OPERATE THE ENGINE". This is considered being eligible for release by the Pilot-owner pursuant to EU-VO. 2042/2003 M.A.801(b)3.</li></ul> D) If, during the inspection as required by paragraph B.3, any damage is detected: <ul style="list-style-type: none"><li>• before next flight, replace the fuel pump attachment with a serviceable part.</li><li>• or before next flight install a placard "DO NOT OPERATE THE ENGINE" above the power plant instrument or on a better visible and suitable location on the instrument panel: "DO NOT OPERATE THE ENGINE". This is considered being eligible for release by the Pilot-owner pursuant to EU-VO. 2042/2003 M.A.801(b)3.</li></ul>

- E) Unless accomplished as specified by action C or D, the right engine bearer and the left engine bearer and the attachment of the fuel pump are to be replaced against serviceable parts.
- F) After the replacement of the LH and RH engine mount (engine bearer) and the fuel pump attachment with serviceable parts, as required by action C and D or by action E of this TN, as applicable, the placard as required by action C or D of this TN and the exchange of the Flight Manual pages, as required action B.1 of this TN, can be reversed.

**Material and Drawings:**

Refer to *Action*

If the attachment of the fuel pump has to be replaced, a part made of glass fibre reinforced plastic (grp) is used by now (850.67.0303).

When ordering new engine bearers, the correct part number is important, since the engine bearer is not compatible with the ones according to TN 10, action A.

The part numbers are: 850.67.0081 right engine bearer

850.67.0082 left engine bearer (please consider *Notes*)

Small parts are necessary for the replacement (fuel hose, fire protection hose, stepless ear clamps, refer to TN 10, action C).

**Weight (mass) and Balance:**

No influence on mass and balance

**Notes:**

- Although the ASW 27-18 E (ASG 29 E) has a similar power-plant, it is not affected by this Technical Note.
- Left and right engine bearer may only be replaced together.
- Technical Note ASW 28-18E TN 16 introduces a modified version of the left engine bearer. It allows to attach the mechanical fuel pump directly to the engine bearer, without additional attachment (850.67.0303).

Thus, instead of 850.67.0082 and according to TN 16 the following part may be installed:

850.67.0113 left engine bearer 1a with attachment for Bing fuel pump

- The structural measures may only be accomplished by the manufacturer Alexander Schleicher GmbH & Co, or by an organisation approved according to EC 2042/2003 Part M / Section A / Subpart F.

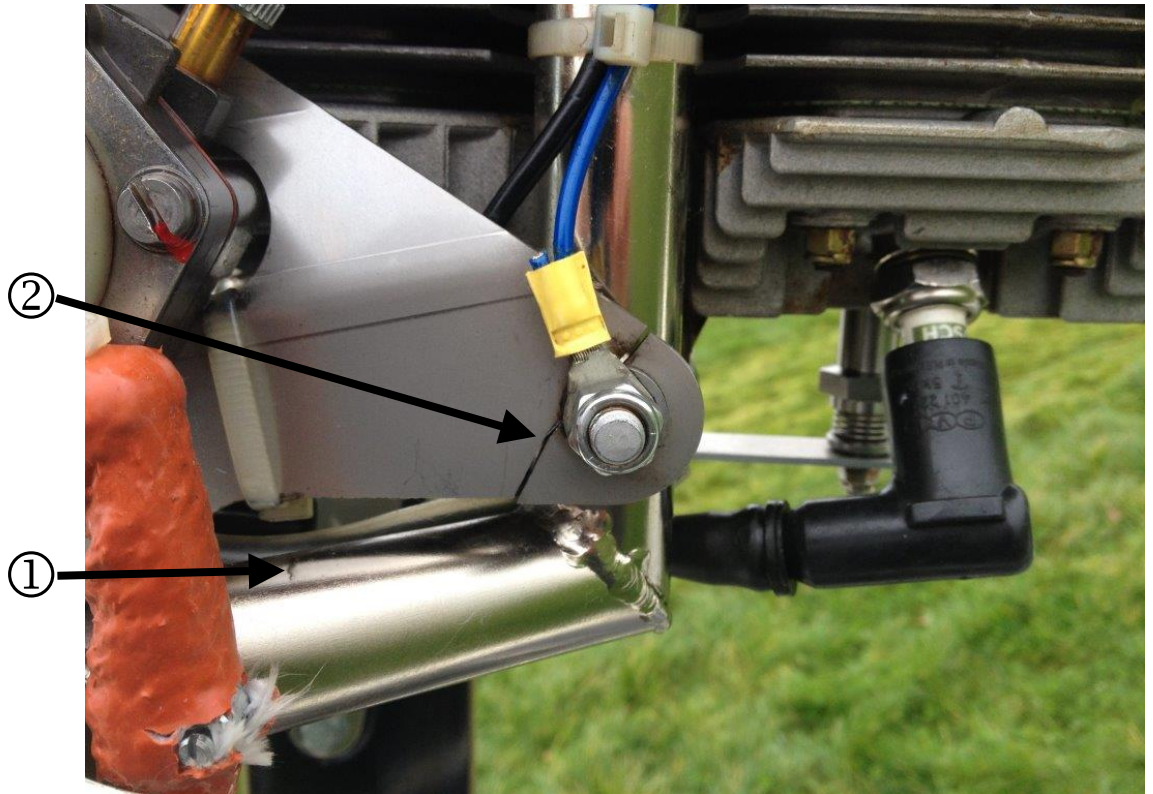
Actions A, B and F are considered being eligible for release by the Pilot-owner pursuant to M.A.801(b)3, and must be entered in the sailplane logbook.

All other actions are to be released to service by certifying staff according EC 2042/2003 Part M / Part 66<sup>1</sup> in the scope of a modification, and have to be certified in the sailplane inspection documents and in the sailplane logbook.

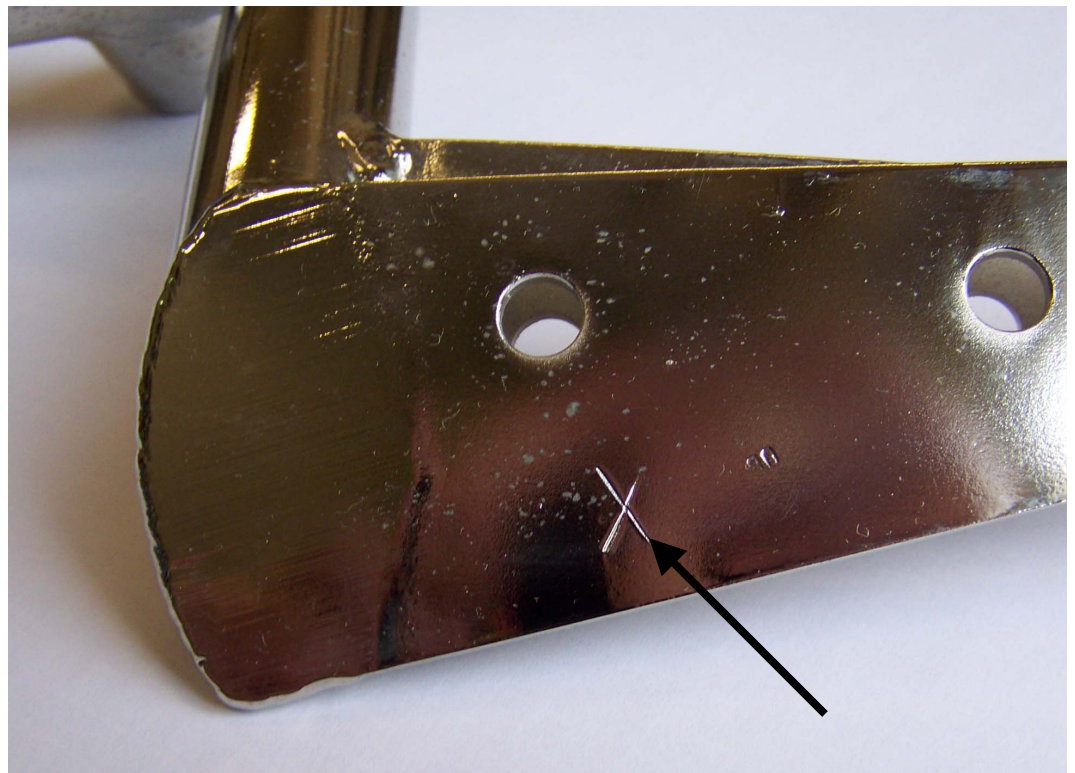
In countries outside the scope of EC 2042/2003 the corresponding national rules shall apply.

<sup>1</sup> As long as no provisions for certifying staff for sailplanes and powered sailplanes were laid down, relevant legislation of the member states is applicable (§66.A.100).

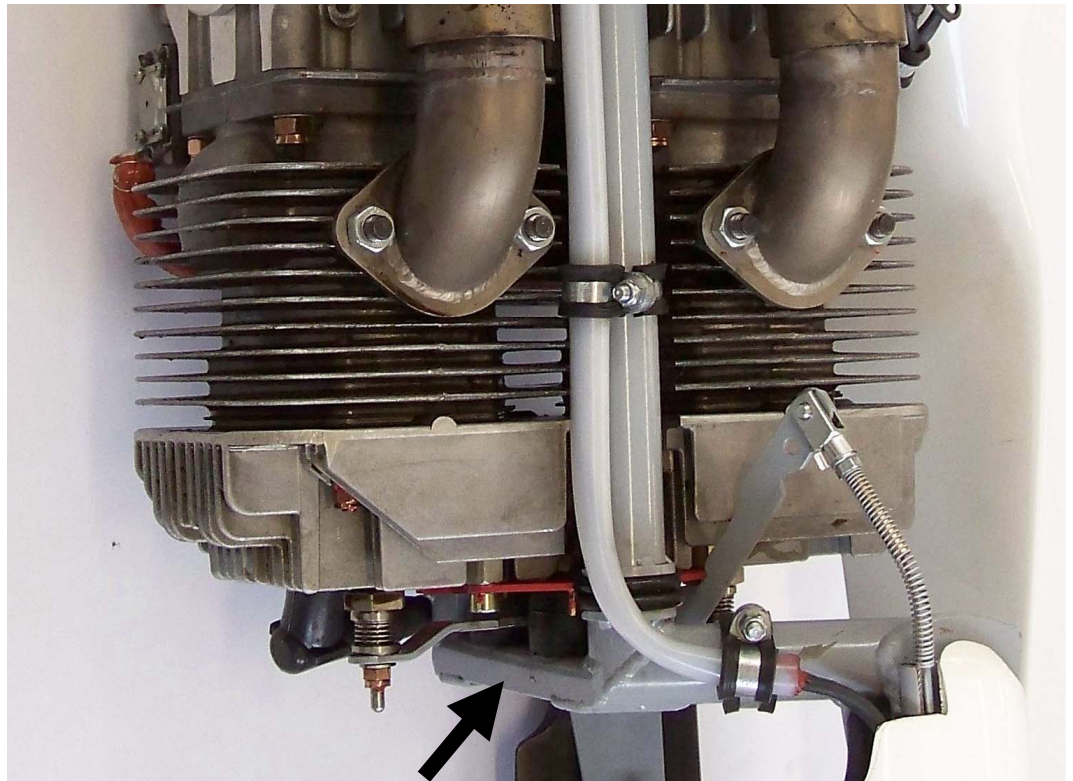
**Pictures:**



**Fig 1:** Engine bearer with a crack ① in the horizontal strut, and - most probably as a result - with a broken attachment ② of the fuel pump. (picture: BGA)



**Fig 2:** Engine bearer marked with a punched X (arrow)



**Fig 3:** Engine bearer according to TN 10, action A. It can be identified by the bridge (arrow) welded to both left and right side of the engine bearer.

Poppenhausen, 01.09.14

**Alexander Schleicher**

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Approved by EASA under the following approvals: Minor Change Approval 10049408, dated 05.06.14;  
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