

Subject: Two piece engine bearer with direct attachment of the Bing-fuel pump

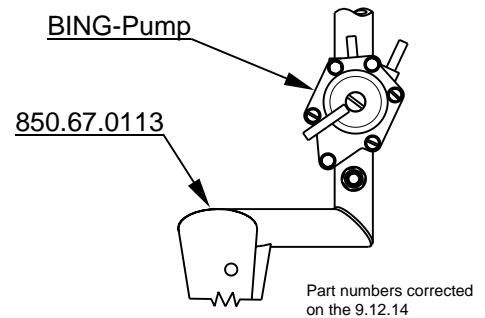
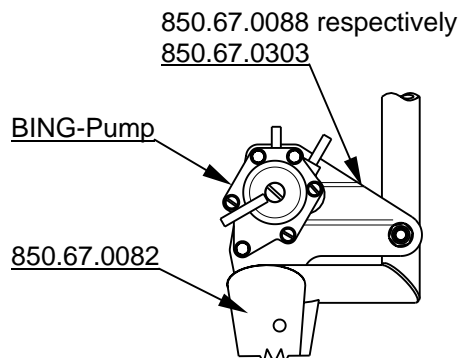
Applicability: **ASW 28-18E**, TCDS EASA.A.034,
all serial numbers upon which TN10 Action A has **not** been applied

ASW 27-18E, TCDS EASA.A.220,
all serial numbers upon which TN5 Action A has **not** been applied

Urgency: None. Optional on customer's request

Reason: The left part of the engine bearer is replaced with a part, which has a direct attachment for the BING fuel pump (SOLO part nr. 2300363). This makes the separate attachment (a part made either from steel or FRP) for the fuel pump obsolete.

Action: The left part of the engine bearer (850.67.0082) is replaced by the part 850.67.0113. The BING fuel pump can directly be screwed to the engine bearer. The part 850.67.0303 respectively 850.67.0088 is removed. The length of the fuel hose and fire protection hose must be adopted.



Material and Drawings:

see Action

A new fuel hose with fire protection hose is necessary between the stainless steel tube in the FRP sword and the inlet of the fuel pump. Usually the hose becomes too short for the new position of the pump.

4 clamps (according to ASW 28-18E TN10 / ASW 27-18E TN5 Action C)

The connection components necessary to attach the pump are listed in drawing 850.67.0113.

Three washers $\varnothing 8 \times \varnothing 16 \times 2$ and three new self locking nuts M8 (2x "Stahlstop" below and 1x "Poly-stop" top) are necessary, where the part "attachment of the fuel pump" is removed.

Weight (mass) and Balance:

The changes of mass and c.g. are so small that a new weighing is not necessary.

Notes:

The two piece engine bearer 850.67.0081 and .0082 is only suitable for SOLO 2350 engines with the so called „small“ cylinder heads.

The structural measures may only be accomplished by the manufacturer Alexander-Schleicher GmbH & Co or by a maintenance organisation according to commission regulation of the European Union (EC) 2042/2003 Part M / Section A / Subpart F.

All actions are to be released to service by certifying staff according EC 2042/2003 Part M / Part 66² in the scope of a modification, and have to be certified in the sailplane

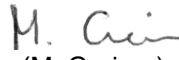
² As long as no provisions for certifying staff for sailplanes and powered sailplanes were laid down, relevant legislation of the member states is applicable (§66.A.100).

inspection documents and in the sailplane logbook. The change to the manual is considered being eligible for release by the Pilot-owner pursuant to M.A.801(b)3 and must be entered on the page „Record of Revisions“ and in the „List of effective pages“.

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

Poppenhausen, 01.07.14

Alexander Schleicher
GmbH & Co.

i.A. 
(M. Greiner)

The Change described was approved by EASA under approval number Minor Change Approval 10050544 Rev. 1, dated 19.09.14.