

Subject:	New type of fuel pump according to SOLO Technical Note TM4603-15
Applicability:	ASW 28-18E , TCDS EASA.A.034, all serial numbers upon which TN10 Action A has been applied ASW 27-18E , TCDS EASA.A.220, all serial numbers upon which TN5 Action A has been applied
Urgency:	None. Optional on customer's request, primarily on new production
Reason:	The engine manufacturer SOLO replaces the hitherto pneumatic fuel pump (BING fuel pump, SOLO part number 2300363) through a different type (SOLO part number 2300364), refer to SOLO Technical Note 4603-15. This type requires a different attachment. Since the fuel pump had been attached directly to the engine bearer, it is modified.
Action:	The BING fuel pump is replaced by the fuel pump, which is described in the SOLO Technical Note 4603-15. The engine bearer (850.67.0110) is replaced by part 850.67.0115.
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 850.67.0115.
Weight (mass) and Balance:	The changes of mass and c.g. are so small that a new weighing is not necessary.
Notes:	Retrofitting of existing aircraft with the new fuel pump is described in the Technical Note ASW 28-18 TN 18 respectively ASW27-18 TN 12. There is no suitable attachment to install the BING fuel pump on the engine bearer 850.67.0115. The one piece engine bearer 850.67.0110 and .0115 are only suitable for SOLO 2350 engines with the so called „large“ 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 66 ² in the scope of a modification, and have to be certified in the sailplane 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.

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).

Poppenhausen, den 01.07.14

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i.A. 

(M. Greiner)

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