

Subject: New type of propeller-stopper

Applicability: All ASW 27-18E, EASA-TCDS. EASA.A.220, all serial numbers
All ASW 28-18E, EASA-TCDS EASA.A.034, all serial numbers

Urgency: None

Classification: Minor Change

Reason: For the installation of a smaller propeller with a diameter smaller than Ø1,2m, a different propeller stopper is necessary, located nearer to the hub.

This type of propeller stopper is also suitable for use with the propeller AS2F1-2, which was used so far, and it may therefore be installed.

Action: The parts according to general view drawings 850.67.1003 respectively 850.67.1004 are omitted.

ASW 27-18E: When retrofitting, part 850.67.0092 may stay in the aircraft. Elsewise or in new production it is replaced with part 851.67.0091.

ASW 28-18E: When retrofitting, part 850.67.0075 may stay in the aircraft. Elsewise or in new production it is replaced with part 850.67.0091.

Installation of the propeller-stopper according to drawing 850.67.1011. Adoption of the length of the bowden-cable and tits jacket.

The following manual pages have to be exchanged against new ones with the revision status:

	ASW 27-18E	ASW 28-18E
Revision	TN 3 / 6.11.08	TN 8 / 6.11.08
Maintenance Manual	2.42, 2.43, 2.52, 2.53, 8.5	2.37, 2.39, 2.48, 2.49, 8.5

Material and Drawings: See „action“ above.

Weight (mass) and Balance: When retrofitted, the empty mass increases by 0,2kg (0.44lbs). For this mass difference a lever arm of 850mm (33.5inch) behind datum point must be assumed. Minimum cockpit load increases by 0,1kg (0.22lbs).

Notes: Structural action must only be done by the manufacturer of the aircraft (A:Schleicher) or a repair station approved for such work.


The Manual pages may be exchanged by the owner/operator of the sailplane himself.

All action has to be documented by an inspector authorised for such work in the sailplane's log book, Flight and/or Maintenance Manual and the records of inspections.

Poppenhausen, 06.11.08

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The German original has been approved by the EASA at the date of the 27.01.09 with the Minor Change Approval EASA.A.C.11476. The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.