

Subject: Installation of propeller AS2F1-3

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: Major Change

Reason: Installation of the propeller AS2F1-3.

- The climb-rate is better by approx. 0,3m/s with the new propeller
- Vibrations are lower with the engine running.
- To shut off the engine, the airspeed flown may be higher, while the starting of the engine is not substantially affected.

Action: Mount propeller AS2F1-3 (TCDS EASA.P.004).

Accomplish Technical Note 3 of the ASW27-18E, respectively Technical Note 8 of the ASW 28-18E for the installation of a different type of propeller-stopper.

With this modification, maximum engine revs and performance ratings change. This makes it necessary to exchange manual pages:

	ASW 27-18E	ASW 28-18E
Revision	TN 4 / 6.11.08	TN 9 / 6.11.08
Flight Manual	0.2, 0.4, 0.5, 2.5, 2.6, 4.22, 4.23, 5.15, 5.16, 7.21, 7.23, 7.24, 7.25	0.2, 0.4, 0.5, 2.5, 2.6, 4.19, 4.22, 5.13, 5.14, 7.17, 7.20, 7.22, 7.24
Maintenance Manual	0.2, 0.4, 0.5, 1.7, 4.5, 4.6, 12.9	0.2, 0.4, 0.5, 0.6 1.6, 4.5, 4.6, 12.9

The powerplant-instrument made by ILEC must be updated to a new software version. The software for this TN is labelled with a letter 'c' after the version number. The software version number is currently (Dec 08):

	ASW 27-18E	ASW 28-18E
Software-version	S1.04c	S1.16c

Material and Drawings: see "action" above

Weight (Mass) and Balance: The differences in weight are so small that a weight and balance procedure is not necessary.

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

For updating the software, the powerplant instrument must be sent to A.Schleicher or the manufacturer ILEC.

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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 S1.16c).

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

Alexander Schleicher

GmbH & Co.

i.A.



(M. Greiner)

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