

Subject: Adjustment of the air brakes

Serial number applicability: All ASW 27, Document No. 389

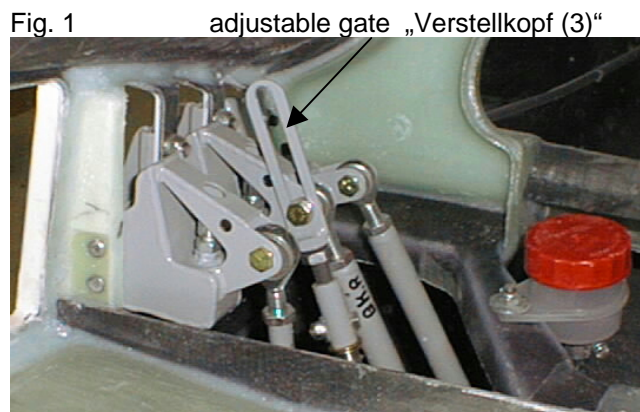
Reason: Optimum adjustment of the air brakes according to the Maintenance Manual.

- Action:**
1. In the fuselage make part "Verstellkopf (3)" (adjustable gate) go into the rod, so that the air brake can open more. See also Fig. 1 and Maintenance Manual Page 2.31, Fig. 2.3-1 .
 2. Check the distance between upper wing surface and the upper surface of the air brake cover when the air brake actuation lever is pulled fully back. See also Maintenance Manual Page 2.28, Fig. 2.2-4 .

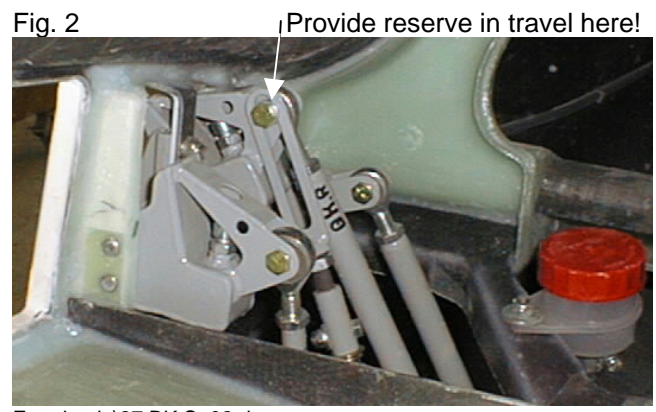
CAUTION: Check now, that there is still some travel in the long hole (gate) of the latch left, when the air brakes are locked! See Fig. 2 .

3. When this adjustment is not sufficient, the swivel head at the wing root can be turned longer by one thread. See Fig. 3 and in the Maintenance Manual Page 2.28, Fig. 2.2-4 . After that is done, the procedure 1.) must be repeated and the long hole latch must be turned into the rod further.

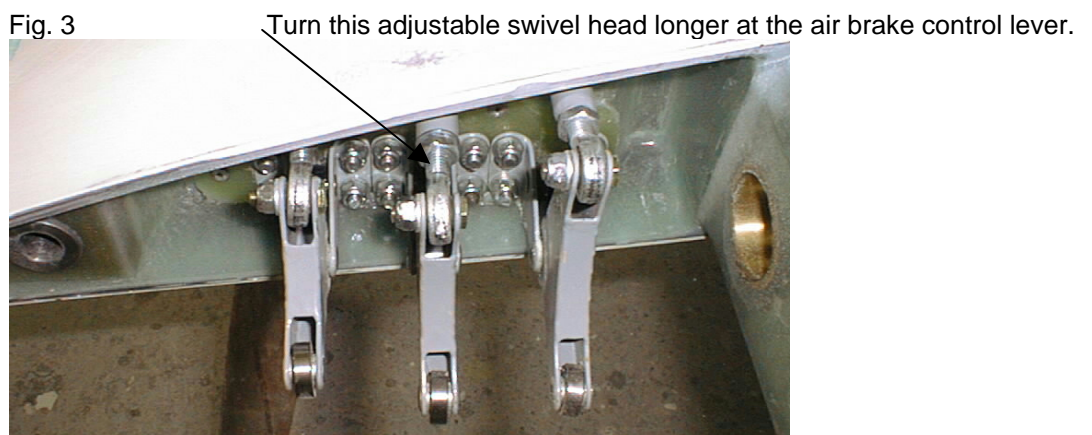
Notes: The air brake must not be adjusted to more than 150 mm out, as then the wheel brake does not work any more after some wear. Please regard relevant advice given in the Maintenance Manual.



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