

Subject: Adjustment of the actuation system for the water ballast valves.

Applicability: EASA.A.0220, all ASW 27-18 and ASW 27-18E

Reason: For different reasons it can become necessary to check the adjustment of the actuation system for the water ballast valves.

Action: For an equal operation of the water ballast valves, the bowden cables of the system can be adjusted at different positions (Fig. 1). They are to be adjusted in the following manner:

Wing water ballast: The rocker levers at the fuselage root ribs incorporate a stop preventing them from rotating too far out of the fuselage. In the "valve open"-position the rocker levers rotate nearly up to the stop. The adjustment is made directly at the rocker levers, namely at the threaded brass end of the bowden cable.

Tail tank / Fuselage tank (if installed): The bowden cables are adjusted such, that they are just relieved in "valve closed" position. They can be adjusted at the forward support behind the cockpit lever (also see Fig. 2.4-6 in the Maintenance Manual).

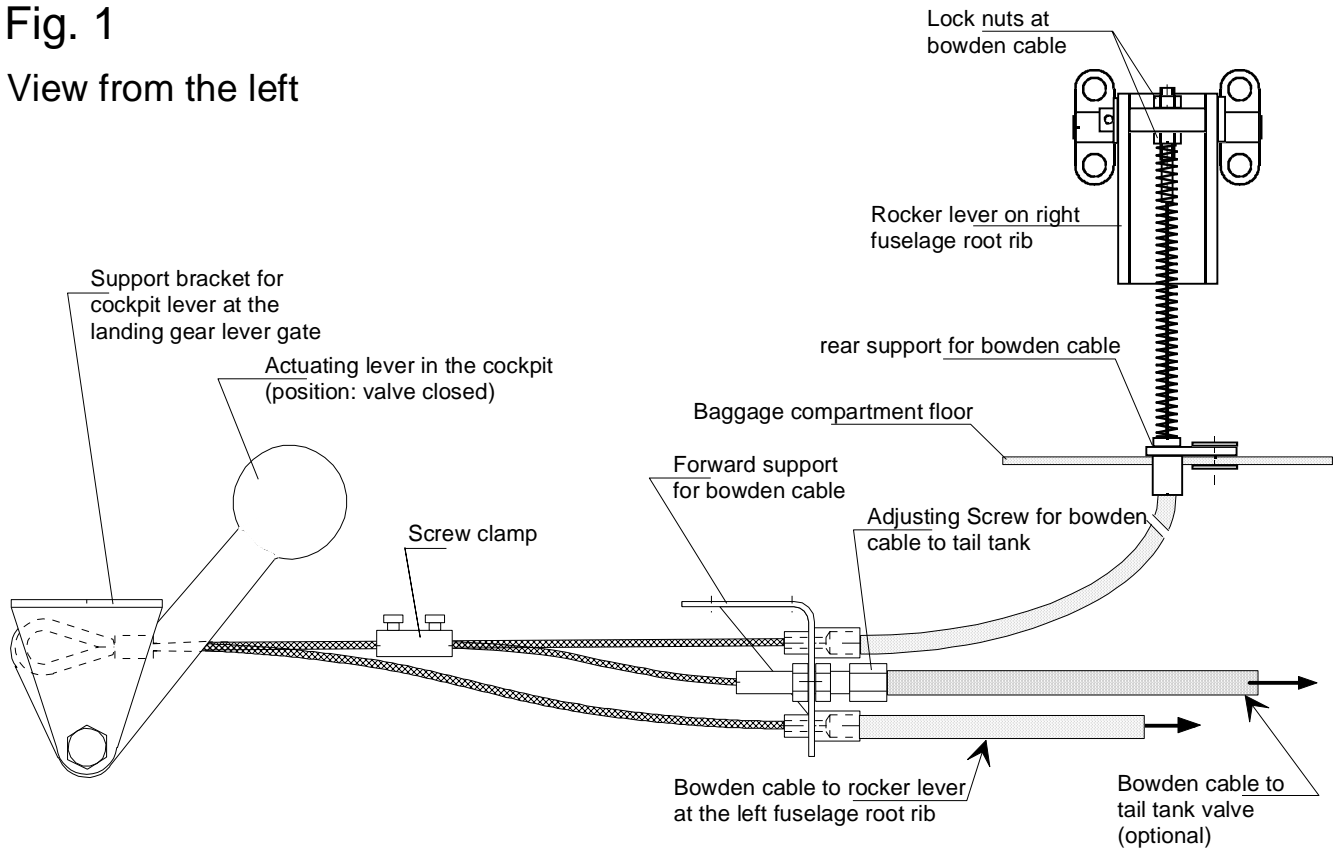
In case the water ballast valves in the wing do not shut tight, refer to section 2.4 in the Maintenance Manual. Additionally, it is noted: If a misalignment of valve plug and drain hole can be spotted through the root rib or through the drain hole, appropriate bending of the stainless steel valve body (Part 12 in fig. 2.4-6 in the Maintenance Manual) possibly can improve the situation.

Material: Material can be ordered from Alexander Schleicher GmbH & Co.,
Phone: ++49 (0)6658-890 or -8929, FAX ++49 (0)6658-8940,
or e-mail: info@alexander-schleicher.de

Notes: The action can be accomplished by a competent person.

Section 7.2 of the Maintenance Manual describes how to test the ballast tanks to be water tight.

Fig. 1
View from the left



Poppenhausen, September, 19, 2007

Alexander Schleicher
GmbH & Co.

by order

(Michael Greiner)