ASK 21Mi
Technical Note
Nr. 10

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Subject:
A) New calibration of the rotor internal cooling temperature depending on the position of the temperature sensor.
B) Various corrections of the manuals

Applicability: ASK 21Mi TCDS EASA A.221, all serial numbers

Urgency: None

Reason:
A) During the endurance tests for the certification of the engine, the sensor for the rotor internal cooling temperature was placed on a different location, than when installed in the type ASK 21Mi. This different position in the ASK 21Mi leads to higher readings while in the normal operation range. The new manual pages take this difference into regard.
B) The denomination of both, the master switch for the engine battery and the power plant main switch, is harmonized throughout the manuals, as well as some translation errors are corrected.

Action:
A) The following manual pages have to be exchanged against new ones with the revision status “TN 10 / 01.04.15”:

Flight Manual:	2.6
Maintenance Manual:	1.6

B) The following manual pages have to be exchanged against new ones with the revision status “TN 10 / 01.04.15”:

Flight Manual:	3.9, 3.10, 4.7, 4.20, 7.20, 7.22
German Maintenance Manual:	0.2, 0.3, 0.4, 2.2, 2.18, 6.10, 7.2, 9.7
English Maintenance Manual:	9.4, 9.7

Material and Drawings: Refer to *Action*

Weight (mass) and Balance: No influence on mass and balance

Notes: All Actions are considered being eligible for release by the Pilot-owner pursuant to EC 2042/2003 M.A.801(b)3, and must be entered in the sailplane logbook.

In countries outside the scope of EC 2042/2003 the corresponding national rules shall apply.

Poppenhausen, 01.04.15

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Approved by EASA under Minor Change Approval 10053240, dated 07.05.2015.

[1] 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).