

**Subject:** New propeller AS2F1-5

**Applicability:** ASG 32; Type-Certificate EASA.A.220; Model **ASG 32 Mi**, all serial numbers  
ASH 25; Type-Certificate EASA.A.213; Model **ASH 30 Mi**; all serial numbers

**Classification:** Major Change

**Urgency:** optional

**Reason:** Product improvement  
The new AS2F1-5 Propeller has 8% more static thrust, while having the same climb performance.  
This improves the initial acceleration of the self-launch especially on grass and soft surfaces.  
Improvement of the take-off roll distance on hard surface of 4%  
Improvement of the take-off distance (15m / 50ft obstacle) on hard surface of 1%  
Improvement of the take-off roll distance on grass of 5%  
Improvement of the take-off distance (15m / 50ft obstacle) on grass of 2.5%

**Action:** Installation of the new propeller according manual  
Exchange of the following manual pages:  
- Complete Propeller manual  
- ASG 32 Mi flight manual German: 2.5; 5.7; 5.8; 5.18  
- ASG 32 Mi flight manual English: 2.5; 5.7; 5.8; 5.9; 5.18  
- ASG 32 Mi maintenance manual: 1.6  
- ASH 30 Mi flight manual: 2.6; 5.12  
(Note: Due to technical reasons of the certification the figures in the manual for the take-off and take-off roll distance remain unchanged in case of the ASH 30 Mi, the noise level is set to the limit noise level.)  
- ASH 30 Mi maintenance manual: 1.6


**Material and Drawings:** Propeller AS2F1-5 according Type-Certificate EASA.P.004

**Mass and Balance:** The change in mass and C. of G. position is negligible.

**Notes:** According Type-Certificate EASA.P.004 of the propeller the Operating and Maintenance Manual for the Propeller AS2F1-1 has to be exchanged to the Operating and Maintenance Manual for the Propeller AS2F1-5.  
The structural measures must only be accomplished by the manufacturer Alexander Schleicher or by qualified staff according to applicable law (European Union Commission Regulation (EC) 1321/2014 Part M).  
All actions have to be inspected as complex maintenance by certifying staff according to M.A.801 (EC 1321/2014) and have to be certified in the sailplane inspection documents and in the sailplane logbook. The change to the manual is considered being eligible for release by the pilot-owner pursuant to M.A.801(b)3 and must be entered on the page „Record of Revisions“ and in the „List of effective pages“.  
In countries outside the scope of EC 1321/2014 the corresponding national rules shall apply.

Poppenhausen, 15.05.2019

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i.A.   
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This Technical Note bases on a change, which was approved by EASA under the major change approval EASA 10070129.