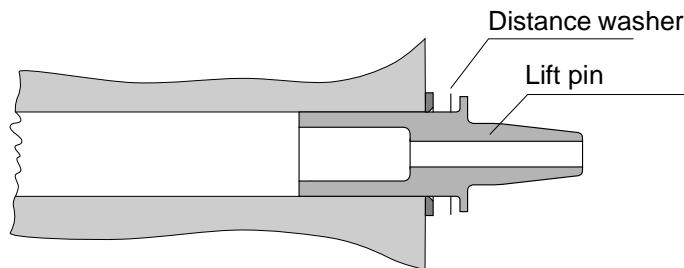


- Subject:** Removal of play between lift pins and bushings at the fuselage-wing-junction.
- Applicability :** All aircraft of the company Alexander Schleicher Segelflugzeugbau made in FRP.
Besides aircraft made in GFRP, issue II now also includes all aircraft made in CFRP. Issue II also describes particularities of individual aircraft types.
- Reason:** Longitudinal play between the lift pins on the fuselage and the lift bushings on the wing leads to disconcerting click-click noises when the rudder is operated and can generally encourage flutter.
- Urgency:** If any play is determined between fuselage and wing.
- Action:** The play is eliminated by fitting distance washers under the flange of the lift pin on the fuselage:



Dimension of the steel distance washers (similar to DIN 988):

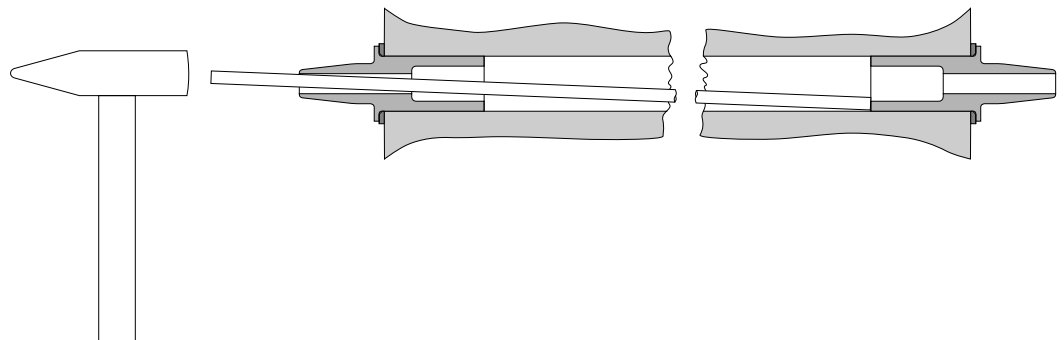
Inner diameter 22 mm [0.87"], outer diameter about 32 mm [1.26"] (excepting the rear bolts of the **AS 33**: inner diameter 16 mm [0.63"], outer diameter about 22 mm [0.87"]). Distance washers are available from a thickness of 0.1 mm and up.

The play must be reduced such that the wings can still be assembled properly - this applies at a normal temperature of 20°C.

For test purposes, the distance washers can initially be positioned outside on the bolt. For final assembly of the distance washers, the lift pins must be disassembled. There may be several methods for disassembling, depending on individual types:

Method 1:

Using a steel rod $\varnothing 6 \times 850$ mm [0.25" x 34"] for driving out the opposite lift pin:



This method can be applied to all aircraft types with a continuous, hollow tube between the lift pins.

Exceptions / particularities:

ASW 12: the lift pins don't have a cylindrical bore through which a steel rod can be pushed. Replacing tightly fitting bolts can be achieved using **Method 3**.

ASK 21 / B: Only the play at the front lift pins can be removed with this method. For the rear wing connection, Maintenance Instruction B of the respective model variant applies.

ASH 26 E: The rear lift pins can only be removed when the engine suspension is dis-mounted (see also **Method 3**).

ASW 28-18 E, ASG 29 E / Es, ASH 31 Mi, AS 33, AS 34 Me:
Method 2 is applied for the rear lift pins.

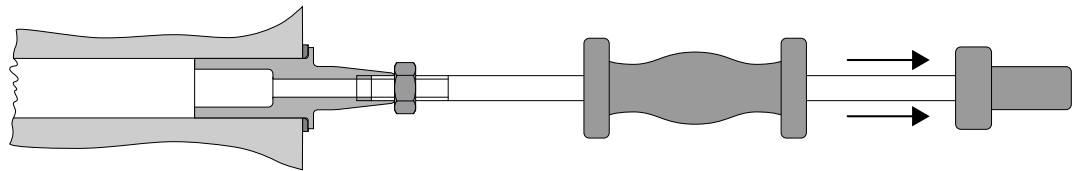
Method 2:

For lift pins with an internal thread, a puller can be used. This applies for the rear lift pins of the following aircraft types:

Metric thread dimension **M 10:** **ASW 28-18 E, ASG 29 E / Es, AS 34 Me**

Metric thread dimension **M 8:** **ASH 31 Mi**

Metric thread dimension **M 6:** **AS 33**



Method 3:

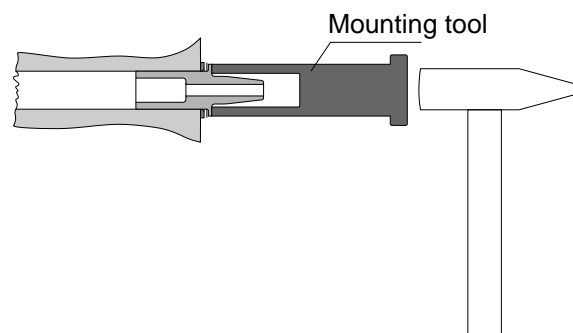
For the following aircraft types, a thread hole can be drilled into the lift pin, for using a puller according **Method 2**. However, subsequently the lift pin has to be replaced with a new one.

Optional thread: **ASW 12**

Metric thread dimension **M 10:** **ASH 26 E** (only for the rear lift pins)

Re-assembly:

After fitting the distance washers, the lift pins are to be driven in with a few hammer blows and using an appropriate mounting tool. This tool ensures that the impact force is applied on the flange of the bolt. Never hit directly on the pin tip with a hammer!

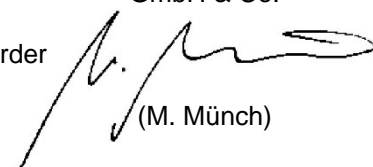


If the seating of the lift pin isn't tight enough, it must be secured with Loc-tite 222.

Poppenhausen, 02.11.20

Alexander Schleicher
GmbH & Co.

by order



(M. Münch)