

**Subject:** New suspension struts for the main landing gear

**Applicability:** ASH 25; Type-Certificate EASA.A.213; Model **ASH 30 Mi**; all serial numbers  
**ASG 32**; Type-Certificate EASA.A.599; all variants, all serial numbers

**Classification:** Major Change

**Urgency:** optional, standard on new production

**Reason:** Product improvement  
The suspension struts used up to now showed a higher tendency to settle when the aircraft is parked on ground for a long time than it is usual with other Schleicher aircraft types. To circumvent this, new suspension struts were developed using a different damper material.

**Action:** The suspension struts used up to now (AS-P/N 300.21.0017) are replaced by new suspension struts (version 2, AS-P/N 300.21.1004). To ensure enough clearance for the new suspension struts the wheel is shifted 6 mm to the right (in flight direction) between the arms of the wheel fork. Therefore, the use of new distance bushings (AS-P/N 300.21.0116 and 300.21.0117). All other parts of the main landing gear assembly remain unchanged. The integration of the new suspension struts has to be performed according drawing 300.21.9011.


**Material and Drawings:** See action.

**Mass and Balance:** The new struts are each around 150 g lighter. Therefore, the change in mass and centre of gravity is negligible.

**Notes:** Production is the responsibility of Alexander Schleicher GmbH & Co Segelflugzeugbau. If the replacement of the suspension struts is performed in the scope of this technical note this have to be considered as a complex maintenance task regarding aviation law. The respective regulations must be applied.

Poppenhausen, 30.11.2020

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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 10075289.