

Subject: New calibration of the rotor cooling air (RCA) temperature depending on the position of the temperature sensor.

Applicability: ASH 31 Mi, Type-Certificate EASA.A.538

Classification: Minor Change

Urgency: none

Reason: The difference between the position of the temperature sensor on the engine manufacturer's test bench and the installation position at the above-named aircraft type, it may become necessary to make a difference between the temperature specifications in the engine manual and in the aircraft flight manual. Conditions above the standard atmospheric (temperature of 38°C at sea level) can cause a temperature indication of just over 120°C. The engine manufacturer kindly made a comparative test. The measurement results are summarized in the report „Doc. No. E1.07.06 Chapter: M163/22.1845“ and show a temperature difference of partly more than 10°C, whereby the value in the engine manual is the lower one.

Action: The position of the temperature sensor remains unchanged, only the affected manual pages are exchanged. The RCA temperatures in the exchanged pages are increased by 10°C.
The engine manufacturer specifies the position of the temperature sensor in conjunction with the stated temperature limits in the IAE50R-AA engine manual.

Exchange the following manual pages with revision TN 5 dated 01.04.2015:

Flight Manual: 2.6
Maintenance Manual: 1.6

In the Technical Note No. 4 (smaller version of the ILEC Instrument), the new temperature specifications are already considered. In this case, the exchange of the manual pages is omitted.

Material and Drawings: none

Mass and Balance: no influence

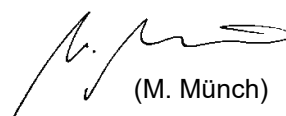
Notes: There is no urgency to exchange the manual pages because the current values are by fare on the safe side.

The change of the manual pages can be done by the operator of the sailplane himself and must be entered on the page „Record of Revisions“ and in the „List of effective pages“. In countries outside the scope of EC 2042/2003 the corresponding national rules shall apply.

Poppenhausen, 20.04.2015

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(M. Münch)

This change was approved by the EASA on 07.05.2015 with the Minor Change Approval 10053240.