Issue date: 25.10.2023

Subject: Adjustment of the actuation system for the water ballast valves.

Applicability: all ASW 27-18 „ASG 29“ and ASW 27-18 E „ASG 29 E / Es“

Material: Material can be ordered from Alexander Schleicher GmbH & Co.

Notes: Section 7.2 of the Maintenance Manual describes how to test the ballast tanks to be watertight.

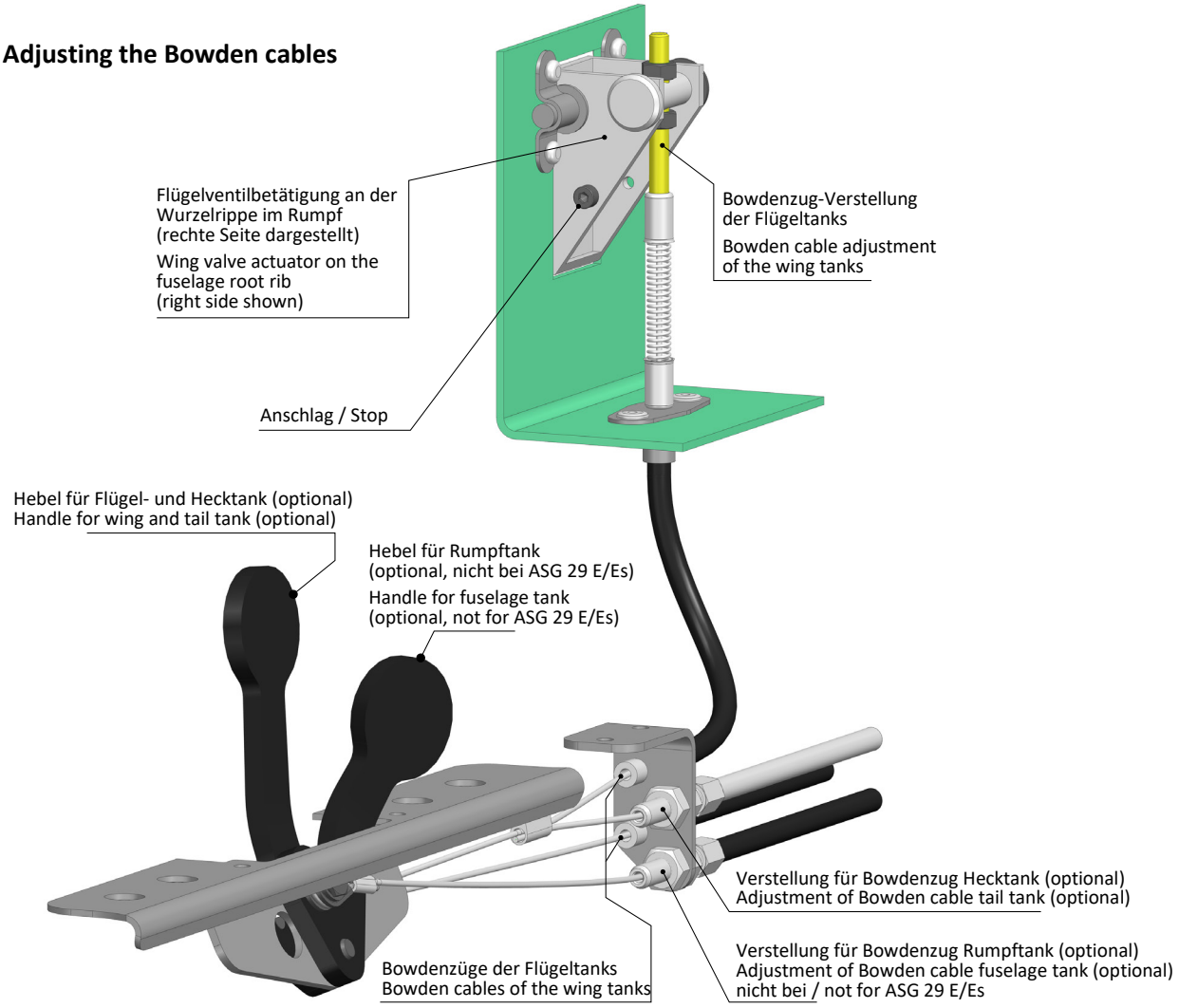
Actions

For an equal operation of the water ballast valves, the Bowden cables of the system can be adjusted at different positions (see Fig. 1). They must be adjusted in the following manner:

Wing tanks: The valve actuator at the fuselage root rib incorporate a stop preventing them from rotating too far out of the fuselage. In the “valve open”-position they rotate nearly up to the stop. The adjustment is made directly on the threaded piece at the end of the Bowden cable (see Fig. 1).

Tail tank (optional) / fuselage tank (optional, not for ASG 29 E/Es): The Bowden cables are adjusted such, that they are unloaded / slack in “valve closed” position. They can be adjusted at the mounting bracket behind the handle (see Fig. 1).

Fig. 1 – Adjusting the Bowden cables



In case the water ballast valves in the wing do not shut tight, refer to section 2.4 in the maintenance manual. Additionally, it is noted: If a misalignment of valve plug and outlet hole can be spotted through the root rib or through the outlet hole, appropriate bending of the stainless steel valve lever possibly can improve the situation (see Fig. 2). However, this is only possible for aircraft equipped with such a stainless steel valve lever.

Fig. 2 – Water ballast valve in the wing