

Doc.-Nr. 335-99-0011-00		Technical Note	Alexander Schleicher GmbH & Co. Segelflugzeugbau
Issue: 00 Page: 1 of 2		AS 33 Me - TN 8 Airbrake kinematic	D-36163 Poppenhausen ADOA AP138
Issue date: 17.07.2026			
Subject: Improvement of the airbrake kinematic in the wing By adjusting the over-centre locking lever and new levers for the airbrakes in the wing the kinematic is improved so that the loads in flight are reduced. A new developed stop for the airbrake improves the reliability of the system.			
Applicability: AS 33 Me, all serial numbers			
Urgency: Optional, standard from S/N 33551			
Material: 330-44-0060-00 Stoßstange IV für BK-Steuerung im Flügel (BK 90°-Ausführung) 330-44-0061-OL/OR Bremsklappe oben links/rechts (BK 90°-Ausführung) 330-44-0320-OL/OR BK-Kasten li/re (BK 90°-Ausführung) (nur bei Neufertigung) 330-44-0321-OL/OR BK-Zusatzklappe oben links/rechts (BK 90°-Ausführung) 330-44-0322-OL/OR BK-Zusatzklappe mitte links/rechts (BK 90°-Ausführung) 330-44-0323-OL/OR BK-Zusatzklappe unten links/rechts (BK 90°-Ausführung) 350-44-0020-00 Kniehebel für BK-Steuerung im Flügel (BK 90°-Ausführung) 350-44-0022-00 Verbindungsstange für BK-Hebel im Flügel (BK 90°-Ausführung) 350-44-0023-OL Hebel für BK im Flügel - links (BK 90°-Ausführung) 350-44-0023-OR Hebel für BK im Flügel - rechts (BK 90°-Ausführung) Miscellaneous small parts (screws, self-locking nuts, lock washers, etc.)			
Drawings: 330-44-9020-00 BK-Steuerung im Flügel - Übersicht (BK 90°-Ausführung) 330-44-9021-00 Einstellanweisung Anschlag BK-St. im BK-Kasten (BK 90°-Ausführung) 330-44-1003-OL/OR BK-Kasten links/rechts - Zusammenbau (BK 90°-Ausführung)			
Mass and Balance: The change in mass and C. of G. position has to be determined by weighing the aircraft.			
Notes: The modification of the airbrake kinematic has to be considered as a complex maintenance task regarding aviation law. The respective regulations must be applied. For the modification of the airbrake kinematics on a wing that has already been manufactured, openings must be cut into the wing structure and then repaired again. Therefore, this modification may only be performed by the manufacturer or by specialized companies authorized by the manufacturer!			
Approval: This Technical Note bases on a change, which was approved by EASA under the minor change approval EASA 10090676.			
Actions The modification of the airbrake kinematic is done by exchanging the affected parts in the wing according to the drawing 330-44-9020-0 and 330-44-1003-OL/OR. The adjustment of the new stop has to be done in accordance with drawing 330-44-9021-00. In case of a retrofit at an already produced aircraft the airbrake box can be modified instead of exchanging. To do that the existing stop block at the bottom of the airbrake box is removed and the resulting surfaces must be sealed with epoxy resin.			

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	AS 33 Me - TN 8 Airbrake kinematic					
The following manual pages has to be exchanged by revised pages with the marking “TN-No. 8” from “17.07.2026”: <table><tr><td>Maintenance Manual German:</td><td>2.7, 2.15</td></tr><tr><td>Maintenance Manual English:</td><td>2.7, 2.15</td></tr></table> The replacement of the pages must be noted in the Record of revisions (section 0.1). In addition, the list of effective pages (section 0.2) must be updated.			Maintenance Manual German:	2.7, 2.15	Maintenance Manual English:	2.7, 2.15
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