

AIRWORTHINESS ADVICE NOTICE

TYPE AFFECTED: ASH-26E

SUBJECT: Optional installation of new propeller.

BACKGROUND: See Schleicher Technical Note No 10, which forms part of this AN.

ACTION: If the modification to fit the new propeller is desired, proceed in accordance with Schleicher TN No 10 and obtain all necessary parts, including Flight and Maintenance Manual amendments, from the manufacturer.

SIGNED:

[Signature]
for



CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

Subject: New propeller AS2F1-1/R153-92-N1 for ASH 26 E

Affected: ASH 26 E, German TC / Data Sheet No. 04.883, all serial numbers.

Compliance: None, optional mod on customer's request; for new production sailplanes as well as for retrofit.

Reason: For improvement of the take-off performance the new propeller AS2F1-1/R153-92-N1, made by Alexander Schleicher GmbH, can be installed.

Action: In accordance with the instructions in drawing 800.9005 (Mod Power-plant 800 ASH 26 E TM 10) the gear reduction must be changed. The swiveling propeller support arms must also be changed as detailed in this drawing. The engine doors must be replaced for the new version (drawing 260.11.0360/0361).
The following manual pages must be exchanged for new pages with the same page no., but with the revision entry & date "TN 10 / Aug.00".

FM p.: 0.2 thru 0.5 1.2 2.7 4.13 4.16 4.18 5.7 5.9 thru 5.11

MM p.: 0.2 thru 0.7 1.6 4.6 5.8 6.14 6.20 12.6

Legend: Flight Manual pages = FM p. // Maintenance Manual pages = MM p.

Important general note for revisions to the manuals:
in case that any manual page referred to herein, has already been changed in your manual by a previously issued revision (as eg: by a Technical Note); then the previous manual page revision remains valid. And the pages under this TN must be inserted in addition!

Material and Drawings:

See under para 'ACTION'

Mass & C.G.:

As the new propeller is a little heavier, the difference in mass compared to the old propeller must be used for correcting the calculation of the in flight mass as well as of the empty mass c.g.. Alternatively a weight & balance measurement would be required. For the correcting calculation a value of 1532 mm as of datum can be assumed as the lever arm of the propeller.

Notes:

The previously installed propeller can no longer be used together with the new gear reduction. A reversion to the original gear reduction is possible.

The exchange of the pages in the Manuals can be done by the operator of the aircraft himself. The accomplishment of the exchange of the pages in the Manuals must be documented on the respective page "Record of Revisions" (Section 0, under 0.2). In the "Index of Effective Pages" (under 0.4 and 0.5) either the date of the inserted pages must be changed to "18.08.00" by hand, or the enclosed manual pages are to be used.

The constructional works must only be accomplished by the manufacturer Alexander Schleicher.

All measures accomplished must be inspected by an appropriately licensed aviation inspector within the scope of a "Major Modification", and then certified by him in the aircraft's inspection documents, log-book, Flight and Maintenance Manual.

Poppenhausen, October 5, 2000

Alexander Schleicher
GmbH & Co.

i.A.

(Martin Heide)