



## AIRWORTHINESS ADVICE NOTICE

TYPE AFFECTED: ASH 31 Mi

SUBJECT: Type ASH 31 Mi Advisory Notice

BACKGROUND: This is the AN with standard advice for the type.

INSTRUCTIONS: A. This email arose from an aware owner noticing errors in the Maintenance Manual. Schleicher will correct the MM in time as below:

**From:** Martin Heide [mailto:[martin.heide@alexander-schleicher.de](mailto:martin.heide@alexander-schleicher.de)]

**Sent:** Monday, 3 July 2017 8:01 PM

**To:** [james@jamescooper.com.au](mailto:james@jamescooper.com.au)

**Cc:** Ulrich Kremer

**Subject:** Fwd:Aileron deflections

Flap settings ASH 31 Mi.

1. Flap position 5 came later in between position 4 and 6. The data for that flap setting is correct in the manual but corresponds to position 6. We forgot to change the position number from 5 to 6. We will change it with the next AD.

2. As the outboard wing does come from the ASG 29 we also took the same reference point from as for the 29 (so we had not to make new templates. We adjust the deflections in mm close to the aileron pushrod.)

The 29 reference point is -12.5° lower (refers to flap setting 4 of the 29) as for position 2 of the 31. I know this is confusing but if you take the original template it is not noticeable.

In your case it should be okay if you add 12.5° when calculation the aileron deflections from mm to degree.

Please let me know if you could follow my explanations.

Best regards

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Martin Heide

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Alexander Schleicher Segelflugzeugbau GmbH

B. Note AWA 2017-4; Austro Engine Loose Exhaust Studs

<b>Rob Hanbury</b> DCAD		<b>THE GLIDING FEDERATION</b> <b>OF AUSTRALIA</b>	
<b>GFA AN 172</b>	<b>ISSUE: 1</b>	<b>14/02/2018</b>	<b>Page 1 of 1</b>