

AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: ASW 24 E

SUBJECT: A) Securing of the engine support bracket screws.
B) Replacement of the lower support bracket of the gas strut near the screw jack.
C) Supplement to the Maintenance Manual.

DOCUMENTATION: ASW 24 E Technical Note No 2.

ACTION REQUIRED: The glider must be inspected and modified in accordance with ASW 24 E Technical Note No 2 which forms part of this AD.

Copies of the ASW 24 E Technical Note No 2 suitable for inclusion in the maintenance manual can be obtained from the Secretariat.

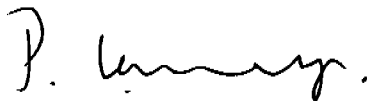
WEIGHT AND BALANCE: No effect

IMPLEMENTATION: The requirements of this AD must be completed by persons rated "Inspection for Issue of Certificates of Airworthiness" ASW 24 E.

Maintenance manual amendments may be performed by the owner.

COMPLIANCE: The requirements of this Airworthiness Directive are mandatory. This Directive is issued pursuant to the Australian Civil aviation Regulations under the delegated authority of the Civil Aviation Authority (CEO42/90).

SIGNED:



CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

**THE GLIDING FEDERATION
OF AUSTRALIA**

SHEET: 2 of 4	ASW 24 E Technical Note No. 2	Alexander Schleicher Segelflugzeugbau D-6416 Poppenhausen
<u>Reason:</u> Ad A): Some cases with the motorglider ASW 24 E have been reported where the cylindrical screws M10 at the engine support bracket have backed off (see Fig 2.2-5, item 29, on Page 2.11 Maintenance Manual). Ad B): Some cases with the motorglider ASW 24 E have been reported where the cylindrical screw M6 at the lower support bracket of the gas spring near the screw jack has broken (see Fig 2.2-7, item 53, on Page 2.13 Maintenance Manual).		
<u>Action:</u> A-1) If the cylindrical screws M10 at the engine support bracket (see Fig. 2.2-5, item 29 on Page 2.11 Maintenance Manual) have not backed off, they must be secured with a thicker locking wire ϕ 1.4 mm as to be seen in Fig. 1 under point "Material and Drawings". A-2) If the cylindrical head screws M10 are loose or if the locking wire is damaged, in addition also the spacer bushing in the swivelling engine support arm (see Fig. 2.2-7, item 49 on Page 2.13 Maintenance Manual) must be checked for smoothness of operation. If the spacer bushing is seized, its clearance must be re-established by reaming the ϕ 13 mm bore in the swivelling engine support arm larger by ca. 0.05 mm. Where necessary, the bushings must be replaced; in that case proceed as per Action A-1). B-1) Back off the cylindrical screw M10 at the lower support bracket of the screw jack by 1/4 turn (see Fig. 2.2-7, item 98, on Page 2.13 Maintenance Manual) and then carefully grease the lower support of the screw jack. B-2) Remove the lower support bracket of the gas spring (see Fig. 2.2-7, item 54, on Page 2.13 Maintenance Manual) and send it back to SCHLEICHERS for modification of the part. This action is unavoidable because this part was individually adapted to each motorglider. According to Fig. 2 under "Material and Drawings" the modified gas spring support bracket then has to be refitted. Instead of the cylindrical screw M6 now a dowel pin M6 (AS P/N 248.67.00731) is screwed into the housing of the screw jack and is secured with LOCTITE 638 and Activator 764. The bushing for gas spring/screw jack support bracket (see Fig. 2.2-7, item 55 "Drehteil f. Gasfeder/Ausfahrspindel unten", on Page 2.13 Maintenance Manual) is no longer applicable.		
C) This Technical Note must be inserted as supplement into the Maintenance Manual (Appendix, Section 12, behind the Maintenance Instructions); the accomplishment must be documented on the respective page "Record of Revisions".		

SHEET: 1 of 4	ASW 24 E Technical Note No. 2	Alexander Schleicher Segelflugzeugbau D-6416 Poppenhausen
<u>Subject:</u> A) Securing of the screws at the engine support bracket. B) Replacement of the lower support bracket of the gas spring near the screw jack. C) Supplement to the Maintenance Manual.		
<u>Serial number applicability:</u> ASW 24 E, Data Sheet no.859: A) S/N 24801 thru 24814. S/N 24816 thru 24847. This is factory-standard as of serial no.24848. B) S/N 24801 thru 24814. S/N 24816 thru 24822. S/N 24825 thru 24847. This is factory-standard as of serial no.24848. C) S/N 24801 thru 24847. This is factory-standard as of serial no.24848.		
<u>Compliance:</u> Ad A): 1. Inspecting the locking wire and the tight seat of the cylindrical head screws M10 at the engine support bracket prior to the next take-off. 2. If the locking wire is okay and the cylindrical screws M10 are tight (tightening torque ca. 30 Nm), the glider may continue in service. On the occasion of the next annual C. of A. inspection, but before or on March 31, 1992, at the latest, the Action as under A-1) must then be accomplished. 3. If the locking wire is damaged or the cylindrical screws M10 are loose, the Action as under A-2) must be accomplished prior to the next take-off. Ad B): 1. Prior to the next take-off: inspecting the cylindrical screw M6 at the lower support bracket of the gas spring near the screw jack. 2. If damages are not found neither at the lower support bracket of the gas spring, nor at the cylindrical screw M6 nor at the screw jack, the Action as under B-1) must be accomplished and then the glider may continue in service. On the occasion of the next annual C. of A. inspection, but before or on March 31, 1992, at the latest, the Action as under B-2) must follow, i.e. exchange of the lower support bracket of the gas spring. 3. If the cylindrical screw M6 at the lower support bracket of the gas spring is broken, the Action as under B-2) must be immediately done prior to the next take-off. Ad C): On the occasion of the next annual C. of A. inspection, but before or on March 31, 1992, at the latest.		

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Technical Note
No. 2Alexander Schleicher
GmbH & Co.
Segelfluggzeugbau
D-6416 PoppenhausenNotes:

The actions A and B can be accomplished by a competent person. The accomplishment of this mod must be certified by a licensed aviation inspector in the glider's inspection documents and in the log-book.

The action C can be accomplished by the owner/operator of the glider himself.

Owners may order the parts from SCHLEICHERS or via the Schleicher agency in their country.

Poppenhausen, November 7, 1991

ALEXANDER SCHLEICHER
GmbH & Co.*W. J. J. J.*
L.W. Juntow

The German original of this Technical Note has been approved by the LBA under the date of Dec.18, 1991 (signature: SCHMALJOHANN). The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.

SHEET:
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Technical Note
No. 2Alexander Schleicher
GmbH & Co.
Segelfluggzeugbau
D-6416 PoppenhausenMaterial & drawings:

Ad A) Locking wire $\phi 1.4$ mm, ≈ 1 m and possibly spacer bushing for swivelling engine support arm (AS P/N 248.67.0009).

Ad B) Lower support bracket for gas spring, variant II (AS P/N 248.67.0072) and Dowel pin M6 for screw jack (AS P/N 248.67.0073).

Fig. 1:

Secure the locking wire ends by 6 turns minimum !

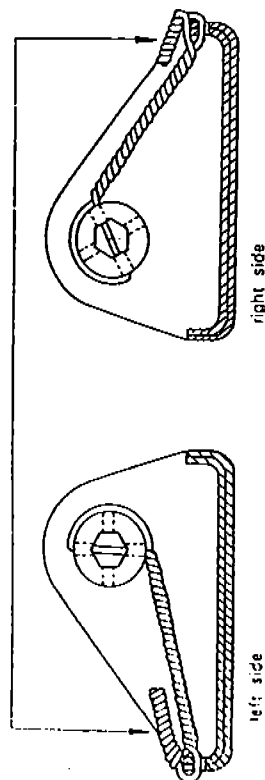
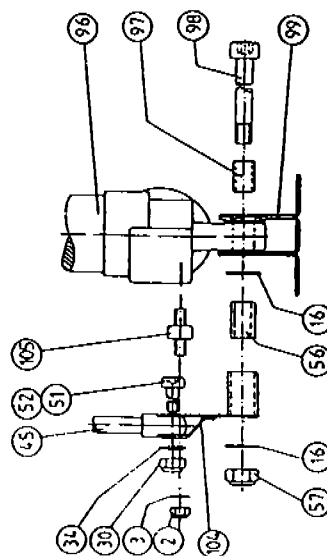


Fig. 2:

Front view
Ansicht von vorn !

Benennung	LM Nr.	Werkstoff	Roberte Teil oder DIN-Nr.	Genehmung
Flügelhölzer (Hauptflügel)	105	AL 7075-T6	105-207-2011	
Flügelhölzer (Nebenflügel)	104	AL 7075-T6	104-207-2011	
Flügelhölzer (Nebenflügel)	95	AL 7075-T6	95-207-2011	
Flügelhölzer (Nebenflügel)	94	AL 7075-T6	94-207-2011	
Flügelhölzer (Nebenflügel)	93	AL 7075-T6	93-207-2011	
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