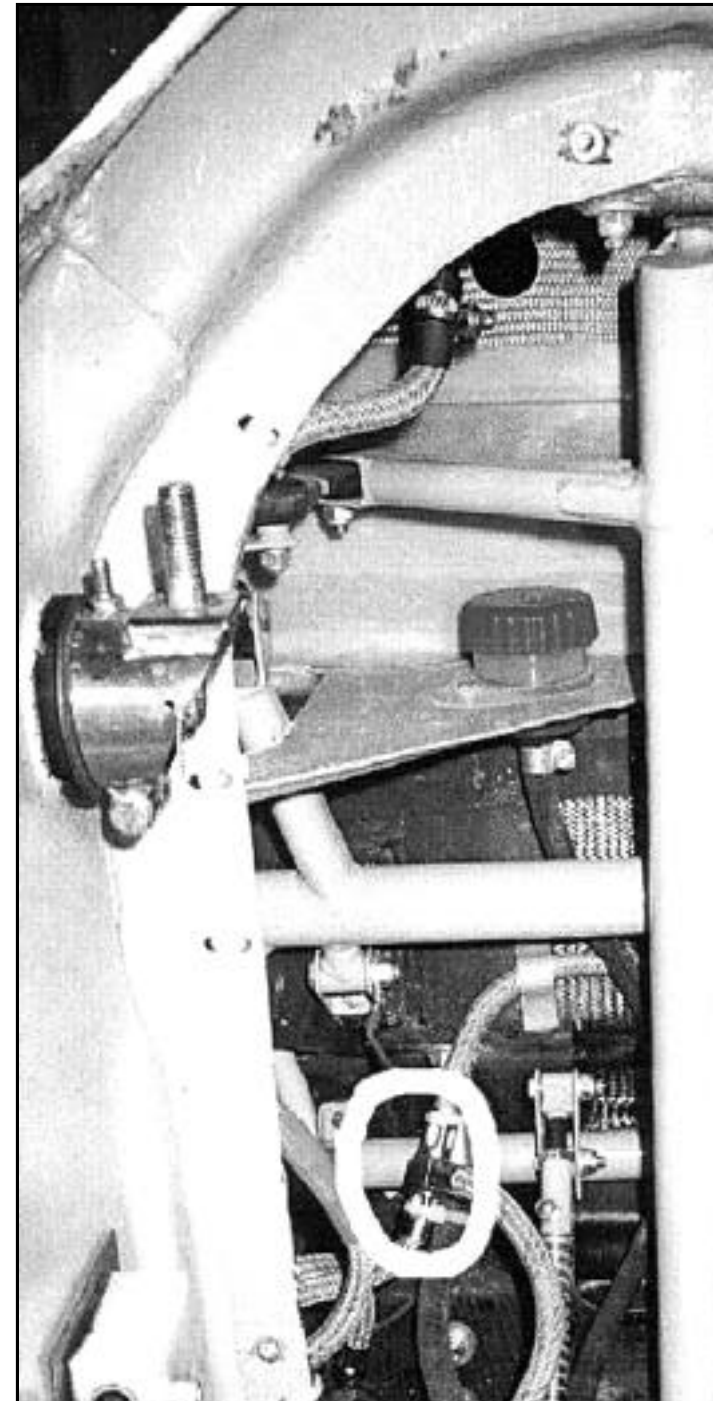


Fuel Hose Connections in the ASH-26E

Photo of the center compartment of Eric Greenwell's ASH 26 E, with the fuel line fitting circled that was leaking on Jerry Plaszowieki's 26E. Clearly seen is the crimping of the fittings. An uncrimped fitting would be obvious. The paragraphs below are a short description of the incident.

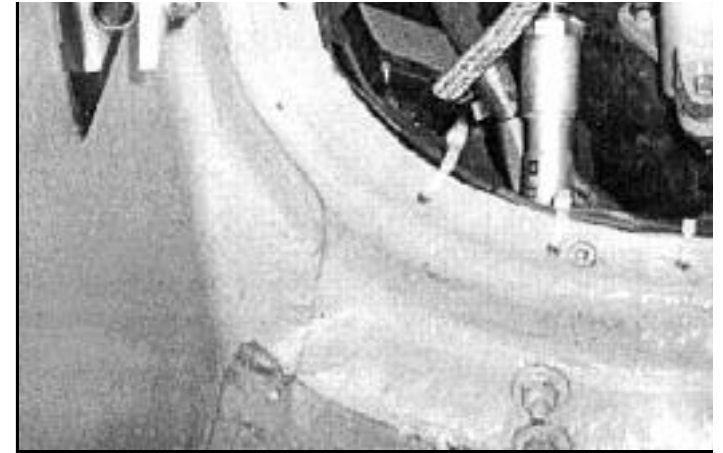
During the Sports Class Nationals at Ephrata, WA, Jerry Plaszowieki reported he was getting a strong gas smell while flying his ASH 26 E, something I do not get in my ASH 26 E unless the fuel drain valve drips. His fuel drain valve did not seem to be dripping. The next day, over a liter of fuel was missing from the fuel tank. After some searching, we found a blue stain (characteristic of the 100 LL fuel used in the glider) around the drain hole for the compartment immediately ahead of



the engine.

A small access panel in the wheel well allowed us to insert a mirror, and with a flashlight we located a blue-stained fuel hose fitting that was damp to the touch. This compartment contains some of the control linkages, and more importantly, the ignition modules, fuel pumps, and alternator voltage regulator, raising the possibility of a fire or explosion caused by a spark from these items if the engine was used. No further fuel leaked into the compartment when the fuel shut-off valve was closed, so Jerry did finish the contest, but without relying on the engine for self-retrieve.

Since access to this compartment requires removal of the engine and the access panel at the forward end of the engine compartment, no attempt to fix it was made until Jerry returned home. Investigation



revealed that the leak originated from the "T" fitting between the fuel pumps and the engine fuel feed line. One of the fittings on the "T" had not been crimped! Fortunately, this line was the short link between a fuel pump and the "T", and the fuel pump pressure was insufficient to force the hose completely off the "T". This was the only fitting in the fuel system that was found to be faulty.

Because replacement hose could not be quickly obtained from Schleicher, the original fitting was crimped to secure it. New hoses were ordered.

Why wasn't this fault discovered by the factory before the glider was shipped, or by the mechanics doing the annual inspections? I don't have an answer, but you can be sure I will very carefully inspect all my fuel line fittings at the next opportunity.

Submitted by Eric Greenwell