

Luftdyktighetsbuds
Schempp Hirth Norge AS
Torpveien 105
0401 OSLO
TELEFON: 02-12 13 34
AFTELEFON: 02-12 13 34
TELEGRAM: SHEMAIR OSLO
TELEX: 11130 Oslo



LUFTDYKTIGHETSPABUD

(LDP)

SCHEMPP HIRTH

SAMMENDRAG

1946 - 1970

Med henvisning til Luftdyktighetsbuds nr. 16, desember 1967, 47, 2. led og 214, desember 1967, og Luftdyktighetsbuds nr. 11, 1967, og Samferdselsdepartementets brev datert 23. mars 1964, bestemmer Luftdyktighetsbuds nr. 18/67 som følger:

18/67 SIDERORSMEKANISME PÅ SCHEMPP HIRTH OG STANDARD AUSTRIA GLIDERE

Det har inntruffet et tilfelle hvor kulelageret i styretrinsen på kroppsspant nr. 1 løsnet og forskjøv seg slik at trinsen kom ut av stilling og ikke gav ordentlig styring. Luftfartsdirektoratet bestemmer derfor at følgende arbeider skal utføres på glidere av typene Schempp Hirth SKH1, serienr. 01 til og med 31, og Standard Austria S, SH og SH1 alle nummere:

1. Monter en "spring clamp" mellom trinsene slik som angitt i Schempp Hirth Revision Leaflet nr. 8 og Standard Austria S, SH og SH1 Revision nr. 10, datert 10. februar 1967. Arbeidet skal være utført før 1. februar 1968.
2. Inntil arbeidet under 1 er utført, skal man før hver flyging ta av dekselet ved spaken og kontrollere styretrinsene slik som beskrevet i de dokumenter fra fabrikantene som er nevnt under 1. Hvis det viser seg at en av trinsene har forskjøvet seg, skal man ikke fly før arbeidet under 1 er utført.

LUFFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tigr. : CIVILAIR
Telex : 71032 enfb n

SEILFLY

LUFTDYKTIGHETSPÅBUD (LDP)

SCHEMPP-
HIRTH - 1D

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

23/76 FORSTERKNING AV SETET

Påbudet gjelder:

Standard Cirrus serienr. 1 t.o.m 604 (Schempp-Hirth) og serienr. G1 t.o.m G200 (Grob).

Påbudet omfatter:

For å unngå at utløerspaken skal låse seg på grunn av deformering av setet, skal følgende utføres:

1. Setet forsterkes som vist i Schempp-Hirth Technical Note no. 278-18.
2. Funksjonsprøve utføres.

Tid for utførelse:

Innen 31. juli 1976.

Referanser:

Tysk AD 76-7 Schempp-Hirth, datert 18. februar 1976, Schempp Hirth Technical Note no. 278-18, FAA AD 76-09-10, datert 3. mai 1976.

23/79 SPREKKONTROLL AV KULELEDD I LUFTBREMSESYSTEMET

Påbudet gjelder:

Alle Schempp-Hirth modeller Standard Cirrus, Standard Cirrus B og Standard Cirrus CS11-57L.

Påbudet omfatter:

For å kontrollere kuleleddene i støtsengene for luftbremse-systemet for mulig sprekkdannelse, skal Technical Note No. 278-23 datert januar 1979 eller senere revisjoner utføres.

Tid for utførelse:

1. Innen en total gangtid på 500 timer.
2. Innen neste årlige besiktelse eller senest 30. sept. 1979 for seilfly med en total gangtid på 500 timer eller mer.

LUFTDYKTIGHETSPÅBUD

Referanser:

Tysk AD 79-51.

87/80

SPREKKONTROLL AV BESLAG PÅ HØYDERORET

Påbudet gjelder:

Schempp-Hirth seilflymodell Standard Cirrus med serienr. 1 til 397, 399 til 572, 574 til 585, 587 til 592; 594, 596 og 600. Standard Cirrus B med serienr. 398.

Påbudet omfatter:

Utfør Schempp-Hirth Technical Note no. 278-26 datert 17. september 1980 eller senere revisjoner.

Tid for utførelse:

Innen 31. desember 1980.

Referanser:

Tysk AD 80-244 Schempp-Hirth.

39A/81

FORLENGELSE AV GANGTID

Påbudet gjelder:

Schempp - Hirth / Grob, Standard Cirrus, Standard Cirrus B, Standard Cirrus CS - 11 -75 L, Standard Cirrus G, alle serienummer, samt følgende ombygde motoriserte seilfly: Standard Cirrus TOP og Standard Cirrus B TOP.

Påbudet omfatter:

Flyets totale gangtid kan forlenges til 12000 timer dersom tiltak utføres som beskrevet i vedlagte kopi av LBA AD 81-099/2

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av LBA AD 81-099/2, med virkning fra denne LDP's gyldighetsdato.

Referanse:

LBA AD 81-099/2.

Gyldighetsdato:

01.02.96.



Luftfahrt-Bundesamt
-AD-Department-

Airworthiness Directive

In case of any difficulty, reference should be made to the German original issue

81-099/2 Schempp-Hirth / Grob

Date of issue: November 22, 1995

Affected sailplanes:

German Type Certificate No.: 278

- Schempp-Hirth / Grob
- Standard Cirrus *
- Standard Cirrus B
- Standard Cirrus CS-11-75 L
- Standard Cirrus G

- - S/No's.: all (* also S/No.'s having at their end the suffix "G", which is marked, when the sailplane was manufactured by Grob)

and the following powered sailplanes which were rebuilt from a sailplane:

- German Type Certificate-No.: 865
- Standard Cirrus TOP and Standard Cirrus B TOP

Subject:

Extension of service life limit.

Reason:

- The results of fatigue tests subsequently carried out on wing spar sections have demonstrated that the service time of GFRP/CFRP sailplanes and powered sailplanes may be extended to 12000 hours, if for each individual aircraft (in addition to the obligatory annual inspections) the airworthiness is demonstrated according to a special multi-step inspection program, particularly with regard to the service life.

Action:

- Extension of service life - Amendments of the Service Manual

Compliance:

- Incorporate the Amendment of Service Manual before reaching a service life of 6000 Flight Hours , but not later than September 30, 1996.

Technical publication of the manufacturer:

- Schempp-Hirth Technical Note No. 278-28, dated September 26, 1995 and becomes herewith part of this AD and may be obtained from Messrs.

Schempp-Hirth Flugzeugbau GmbH
P.O. Box 14 43
D-73222 Kirchheim unter Teck
Federal Republic of Germany

Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be checked and entered in the log by a licensed inspector.

Note:

- This AD supersedes the LTA-Nr. 81-099, dated May 21, 1981.

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LUFTFARTSVERKET
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Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY

SCHEMPP-HIRTH - 2

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

93-023 KONTROLL OG UTSKIFTING AV HØYDERORETS STØTSTANG

Påbudet gjelder:

Følgende Schempp-Hirth motor-/seilfly:

Modell:

Janus CM
Janus CT
Ventus bT
Ventus cT
Ventus cM
Nimbus-3T
Nimbus-3DT
Nimbus-3DM
Discus-bT

Standard Cirrus G
Nimbus-2B, -2C, -3 og 3/24.5
Janus B, C og Ce
Mini Nimbus B & C
Ventus a, b, a/16.6 og
b/16.6
Ventus c
Discus a og b
Discus CS
Nimbus-3D

Serienummer:

opp til 36
opp til 19
alle serienummer
opp til 174
opp til 84, 86 og 87
alle serienummer
opp til 55
opp til 24
opp til 100

alle serienummer
alle serienummer
opp til 284
alle serienummer

alle serienummer
opp til 568
opp til 446
opp til 98
opp til 11

Påbudet omfatter:

For å hindre korrosjon, som kan dannes like over sveisesømmen ved den U-formede ende av høyderorets støtstang, skal Schempp-Hirth Technical Note Nr. 831-8, datert 30.10.92, 809-9, 825-17, 847-4, 863-3, datert 20.11.92 og 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, datert 19.11.92, utføres.

1. Utfør en "load test" av høyderorets kontrollsystem som angitt i nevnte tekniske underlag. Dersom systemet ikke fungerer perfekt, skal støtstangen byttes ut.
2. Dersom systemet fungerer perfekt, skal støtstengene byttes ut etter følgende retningslinjer:
 - a) Fabrikasjonsår: fram til 1987 og som har rørtykkelse 0,5 mm;
 - b) Fabrikasjonsår: fra 1988 og senere, og som har rørtykkelse 0,5 mm;
 - c) Fabrikasjonsår: alle som har rørtykkelse 1,0 mm;

01.03.93

LUFTDYKTIGHETSPÅBUD

Tid for utførelse:

1. Før første flyging.
- 2.a) Senest 30.06.93.
- 2.b) Senest 31.12.93.
- 2.c) Senest 31.12.93.

Referanse:

LBA AD 92-360/2

01.03.93

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LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY
SCHEMPP-HIRTH-3

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-023 UTVIDELSE AV GANGTID

Påbudet gjelder:

Schempp-Hirth: Discus A og Discus B; serienr. 1 t.o.m. 499
Discus CS; serienr. 1 t.o.m. 159.

Påbudet omfatter:

Resultater fra utmattingstester har vist at gangtiden for GFRP/CFRP seil- og motorseilfly seilfly kan utvides til 12000 timer, forutsatt at Maintenance Manualer for gjeldende modeller revideres som beskrevet i Schempp-Hirth Technical Note nr. 360-11, datert 12.01.94 og at "Inspection Program For Extending The Service Time" utføres.

Tid for utførelse:

Innen oppnådde 6000 flytimer, men ikke senere enn 01.06.94.

Referanse:

LBA AD 94-031.

LUFTDYKTIGHETSPÅBUD

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

LUFTFARTSVERKET
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LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY

SCHEMPP-HIRTH-4

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-029 UTVIDELSE AV GANGTID

Påbudet gjelder:

Schempp-Hirth: Nimbus-2, Nimbus-2B og Nimbus-2C; alle serienummer.

Påbudet omfatter:

Resultater fra utmattingstester har vist at gangtiden for GFRP/CFRP seil- og motorseilfly seilfly kan utvides til 12000 timer, forutsatt at Maintenance Manualer for gjeldende modeller revideres i samsvar med Schempp-Hirth Technical Note nr. 286-22, datert 14.01.94 og at "Inspection Program For Extending The Service Time" utføres.

Tid for utførelse:

Innen oppnådde 6000 flytimer, men ikke senere enn 01.06.94.

Referanse:

LBA AD 86-036/2.

01.05.94

LUFTDYKTIGHETSPÅBUD

LUFTFARTSVERKET
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Luftfartsinspeksjonen
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LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 5

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-067A UTSKIFTING AV KULEKOBLING I LUFTBREMSSESYSTEMET

Påbudet gjelder:

Standard Cirrus; alle modeller og serienummer som beskrevet i vedlagte kopi av tysk AD 79-051/4.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 79-051/4.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 79-051/4, med virkning fra denne LDP's gyldighetsdato.

Referanse:

LBA AD 79-051/4.

Gyldighetsdato:

01.10.96.



Luftfahrt-Bundesamt
-AD-Department-

Airworthiness Directive

*In case of any difficulty, reference should be made
to the German original issue*

Bilag til LDP 96-067A

175-051/4 Schempp-Hirth

Effective Date: August 29, 1996

Affected sail- and powered sailplanes:

German Type Certificate No.: 278

Standard Cirrus

Standard Cirrus B

Standard Cirrus CS 11-75L

Standard Cirrus G

- S/No's.: all (* also S/No.'s having at their end the suffix "G", which is marked, when the sailplane was manufactured by Grob)

German Type Certificate No.: 865

Standard Cirrus TOP

Standard Cirrus B TOP

- S/No's.: all (* also S/No.'s having at their end the suffix "G", which is marked, when the sailplane was manufactured by Grob)

Subject:

Ball joints on airbrake actuating lever inside the fuselage

- possibility of fatigue fractures
- Modification of the lever facing flank

Reason:

On several sail- and powered sailplanes with a great number of flying hours a fatigue fracture of a ball joint on the air brake drive lever in the fuselage occurred.

The thread on ball joints from current production (by Messrs. L'Hotellier) is slightly shorter and starts only 2.5 mm (0.10 in.) below the collar. Connecting the swivel joints is no longer possible unless a minor alternation of the airbrake actuating lever is carried out.

Actions:

- 1) Exchange of ball joints
- 2) Adding some pages into the AFM
- 3) Modification of airbrake actuating lever into the fuselage

Compliance:

Action 1 & 2:

- at latest when reaching 500 hours time in service, if not already has been performed
- repeat this exchange after every 500 hours time in service
- Sailplanes and powered Sailplanes with more than 500 hours time in service during the next annual inspection, but not later than August 31, 1996.

Action 3:

On the next periodical exchange of the ball joints.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 278-23 dated January 1979 and its supplementary issue dated March 26, 1993 which becomes herewith part of this AD and may be obtained from Messrs.

Schempp-Hirth Flugzeugbau GmbH
P.O. Box 14 43
D-73222 Kirchheim unter Teck
Federal Republic of Germany

Accomplishment and log book entry:

Action to be accomplished by an approved service station or the holder of the aircraft and to be checked and entered in the log by a licensed inspector.

Note:

This AD supersedes the LTA-Nr. 79-051/3, dated July 04, 1996.

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LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
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Telefax : 22 94 23 91
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SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 6

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-060 BALANSERING AV HØYDEROR.

Påbudet gjelder:

Janus C, Janus CM og Janus CT; alle modeller og serienummer som beskrevet i vedlagte kopi av tysk AD 1999-265.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 1999-265.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 1999-265, med virkning fra denne LDP's gyldighetsdato.

Referanse:

LBA AD 1999-265.

Gyldighetsdato:

1999-08-01



**Airworthiness
Directive
1999-265**

Bilag til LDP 99-060

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: July 06, 1999

Affected:

Kind of aeronautical product: Sailplane / Powered Sailplane
Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany
Type: Janus C and Janus CM
Models affected: Janus C, Janus CM and Janus CT
Serial numbers affected: Janus C - 87 up to 252 and 254 up to 267
Janus CM - 1, 3 up to 24 and 26 up to 36
Janus CT - 1 up to 6, 8 and 9

Note:

Not affected are those serial numbers, if a repair of the horizontal tail unit fin has been done in accordance with the drawing-number HM 05-30.050

German Type Certificate No.: 295 and 809

Subject:

Horizontal Stabilizer – Mass balance on the elevator

Reason:

During high-speed flights it came to a flutter of the horizontal tail unit and the horizontal tail unit fin was strongly damaged.

Action:

Reduce the maximum speed to $V_{max} = 160$ km/h by installing a placard and install a mass balance weight to the elevator in accordance with the Technical Note.

Compliance:

Install the placard " $V_{max} = 160$ km/h" before the next flight.
The mass balance weight must be installed until December 31, 1999.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 295-27 and 809-15 both dated June 30, 1999 which becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Krebenstraße 25

D- 73230 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0
Fax: ++ 49 7021 7298-199

Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

Holders of affected aircraft registered in Germany have to observe the following:

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

Instructions about Available Legal Remedies:

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
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Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 7

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-082 UTVIDELSE AV GANGTID

Påbudet gjelder:

Schempp-Hirth, Kirchheim/Tech, Discus-bT; alle serienummer.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 1999-305.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 1999-305, med virkning fra denne LDP's gyldighetsdato.

Referanse:

LBA AD 1999-305.

Gyldighetsdato:

1999-10-01



**Airworthiness
Directive
1999-305**

Luffahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: September 23, 1999

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	Schempp-Hirth, Kirchheim/Teck, Germany
Type:	Discus-bT
Models affected:	Discus-bT
Serial numbers affected:	all
German Type Certificate No.:	863

Subject:

Extension of the service life

Reason:

The results of fatigue tests (subsequently carried out on wing spar sections) have demonstrated that the time in service of GFRP/CFRP sailplanes and powered sailplanes may be extended to 12000 hours, provided the airworthiness of each individual aircraft is evidenced by a special multi-stage inspection program, which is then to be incorporated into the Maintenance Manual.

Action:

Exchange of pages into the Maintenance Manual.

Compliance:

Action must be done when reaching a service life of 6000 flight hours, but not later than December 31, 1999.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 863-5 dated July 05, 1999 which becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43

D- 73222 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0
Fax: ++ 49 7021 7298-199

Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

Holders of affected aircraft registered in Germany have to observe the following:

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

Instructions about Available Legal Remedies:

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luffahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.

Luftfartstilsynet
1. tilsynsavdeling
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 96
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 8

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

2000-020 SPREKKONTROLL AV MOTORBUKK

Påbudet gjelder:

Schempp-Hirth, Kirchheim/Tech, Ventus-cT og Discus-bT; som beskrevet i vedlagte kopi av LBA AD 2000-074.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2000-074.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 2000-074, med virkning fra denne LDP's gyldighetsdato.

Referanse:

LBA AD 2000-074.

Gyldighetsdato:

2000-04-01.



**Airworthiness
Directive
2000-074**

Lufffahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: March 09, 2000

Affected:

Kind of aeronautical product: Powered Sailplane
Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany
Type: Ventus-cT and Discus-bT
Models affected: Ventus-cT and Discus-bT
Serial numbers affected: Ventus-cT - S/N 161 up to 185; Discus-bT - S/N 120 up to 160
German Type Certificate No.: 825 and 863

Subject:

Engine mount - Cracks in the engine mount structure

Reason:

Cracks were found in the steel tubes of the engine mounting near the welding seams. The material used within a certain period was not sufficiently resistant against this vibration loads.

Action:

1. Inspect the steel tubes next to the welding seams of the lower engine mount for cracks. If cracks were found, the engine mount must be removed and returned to the manufacturer.
2. Replace the engine mount.

The actions must be done in accordance with the Technical Notes of the manufacturer.

Compliance:

Action 1 must be done before each flight.
Action 2 must be done on December 31, 2000 at latest.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 825-23 / 863-6 dated January 11, 2000 which becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43

D- 73222 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0
Fax: ++ 49 7021 7298-199

Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

Holders of affected aircraft registered in Germany have to observe the following:

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

Instructions about Available Legal Remedies:

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luffahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.

Enquiries regarding this Airworthiness Directive should be referred to Mr.Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

Luftfartstilsynet
1. tilsynsavdeling
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 96
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 9

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-073 UTFØRELSE AV SCHEMPP-HIRTH TN No 825-24

Påbudet gjelder:

Schempp-Hirth, Kirchheim/Tech, Ventus-bT, alle modeller som beskrevet i vedlagte kopi av LBA AD 2000-342.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2000-342.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 2000-342, med virkning fra denne LDP's gyldighetsdato.

Referanse:

LBA AD 2000-342.

Gyldighetsdato:

2000-11-08.



**Airworthiness
Directive
2000-342**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: September 29, 2000

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	Schempp-Hirth, Kirchheim/Teck, Germany
Type:	Ventus bT
Models affected:	Ventus-2cM, if equipped with a SOLO engine type 2625-01 (in accordance with Modification Bulletin No. 825-27)
Serial numbers affected:	44, 46 up to 89 and 91
German Type Certificate No.:	825

Subject:

Attachment of forward spindle drive mounting bracket, attachment of engine/propeller pylon and revisions of Maintenance Manual

Reason:

Attachment of forward spindle drive mounting bracket
Loosening of the four M6 bolts attaching the forward spindle drive mount to the CFRP fuselage structure

Attachment of engine / propeller pylon

Loosening or movement of the bolts attaching the pylon to the engine mount in the fuselage.

Action / Compliance:

A) Forward spindle drive mounting bracket

1. Inspection of the tightening load of the bolts before the next flight - If a movement is observed, continue with action A) 4.
2. Application of a coloured mark before the next flight
3. Inspection of the coloured mark before each flight
4. Replacement of the bolts and installation of a locking wire not later than June 30, 2001

B) Bolts attaching the pylon to the fuselage bracket

1. Inspection of the tightening load of the bolts before the next flight - If a movement is observed, continue with action C)
2. Application of a coloured mark before the next flight
3. Inspection of the coloured mark before each flight

C) Additional locking nut for pylon attachment

Modification of the left engine bay side wall and installation of additional locking nut not later than June 30, 2001

D) Maintenance Manual

Insert revised pages into the Maintenance Manual not later than June 30, 2001

The actions must be done in accordance with the Technical Note of the manufacturer.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 825-24 dated September 20, 2000 which becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43

D- 73222 Kirchheim / Teck

Enquiries regarding this Airworthiness Directive should be referred to Mr.Olaf Schneider, Airworthiness Directive Section at the above address,

fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

Federal Republic of Germany
Phone: ++ 49 7021 7298-0
Fax: ++ 49 7021 7298-199

Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

Holders of affected aircraft registered in Germany have to observe the following:

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

Instructions about Available Legal Remedies:

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.

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Luftfartstilsynet
1. tilsynsavdeling
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 10

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-057 KONTROLL/MODIFIKASJON AV UNDERSTELL

Påbudet gjelder:

Schempp-Hirth, Kirchheim/Tech, alle modeller som beskrevet i vedlagte kopi av LBA AD 2001-259.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2001-259.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 2001-259, med virkning fra denne LDP's gyldighetsdato.

Referanse:

LBA AD 2001-259.

Gyldighetsdato:

2001-10-05.



**Airworthiness
Directive
2001-259**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: September 06, 2001

Affected:

Kind of aeronautical product:	Sailplane and Powered Sailplane
Manufacturer:	Schempp-Hirth, Kirchheim/Teck, Germany
Type:	Ventus a, Discus a and Ventus bT
Models and Serial numbers affected:	Ventus-2c - S/N 1 up to 66
	Discus-2b - S/N 1 up to 107
	Ventus-2cT - S/N 1 up to 72
	Ventus-2cM - S/N 1 up to 107 and 109
German Type Certificate No.:	349, 360 and 825

Subject:

Landing gear

Reason:

With the shock struts fully compressed, the tyre may touch the bolts of the strut and also the horizontal cross bar of the aft undercarriage strut. Due to this the undercarriage mechanism will be loaded in the direction of the retracted position.

Action:

Inspection, Modification, exchange of components and exchange of pages into the Maintenance Manual in accordance with the Technical Notes of the manufacturer.

Compliance:

The action must be accomplished before the next annual inspection - but not later than March 31, 2002.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 349-25, No. 360-17 and No. 825-27 all dated July 20, 2001 which becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43

D- 73222 Kirchheim / Teck
Federal Republic of Germany

Phone: ++ 49 7021 7298-0 Fax: ++ 49 7021 7298-199
www.schempp-hirth.com info@schempp-hirth.com

Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.

Holders of affected aircraft registered in Germany have to observe the following:

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed

Instructions about Available Legal Remedies:

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!



Luffahrt-Bundesamt

**Lufttüchtigkeitsanweisung
LTA-Nr.: 2001-259**

Datum der Bekanntgabe: 06.09.2001

Muster: Schempp-Hirth
Ventus a
Discus a
Ventus bT

AD der ausländischen Behörde:
-keine-

Geräte-Nr.:
349, 360, 825

Technische Mitteilungen des Herstellers:
Schempp-Hirth Technische Mitteilung Nr. 349-25 vom
20.07.2001
Schempp-Hirth Technische Mitteilung Nr. 360-17 vom
20.07.2001
Schempp-Hirth Technische Mitteilung Nr. 825-27 vom
20.07.2001

Betroffenes Luftfahrtgerät:

Schempp-Hirth
Ventus a, Discus a, Ventus bT

- Baureihen: Ventus-2c
- Werk-Nrn.: 1 bis 66
- Discus-2b
- Werk-Nrn.: 1 bis 107
- Ventus-2cT
- Werk-Nrn.: 1 bis 72
- Ventus-2cM
- Werk-Nrn.: 1 bis 107 und 109
- Werk-Nrn.: siehe Angaben unter "Baureihen"

Betrifft:

Fahrwerk

Bei vollem Durchfedern der Strebenfederung kann der Reifen an der Verschraubung der Streben und eventuell an der Quertraverse der hinteren Knickestreben anliegen. Das Fahrwerk wird durch diesen Umstand in Richtung "Einfahren" belastet und es kann ggf. zu einem Versagen des Antriebshebels führen.

Maßnahmen:

Inspektion, Modifikation, Austausch von Bauteilen und Änderungen des Wartungshandbuches gemäß den Angaben der Technischen Mitteilungen.

Fristen:

Durchführung der Maßnahmen bis zur kommenden Jahresnachprüfung, spätestens jedoch bis zum 31.03.2002.

Durch die vorgenannten Mängel ist die Lufttüchtigkeit des Luftfahrtgerätes derart beeinträchtigt, daß es nach Ablauf der genannten Fristen nur in Betrieb genommen werden darf, wenn die angeordneten Maßnahmen ordnungsgemäß durchgeführt worden sind. Im Interesse der Sicherheit des Luftverkehrs, das in diesem Fall das Interesse des Adressaten am Aufschub der angeordneten Maßnahmen überwiegt, ist es erforderlich, die sofortige Vollziehung dieser LTA anzuordnen.

Rechtsbehelfsbelehrung:

Gegen diese Verfügung kann innerhalb eines Monats nach Bekanntgabe Widerspruch eingelegt werden. Der Widerspruch ist schriftlich oder zur Niederschrift beim Luffahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig einzulegen.

LTA's werden auch im Internet unter <http://www.lba.de> publiziert

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Luftfartstilsynet
1. tilsynsavdeling
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 11

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-062A "HUB OF PROPELLER BEARING", "SPINDLE DRIVE" & SUPPLEMENT TIL MAINTENANCE MANUAL

Påbudet gjelder:

Schempp-Hirth, Ventus-bT, Discus bT og Nimbus-4M, alle modeller som er beskrevet i
vedlagte kopi av LBA AD 2002-199/2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2002-199/2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 2002-199/2.

Referanse:

LBA AD 2002-199/2.

Gyldighetsdato:

2003-01-02.



**Airworthiness
Directive
2002-199/2**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blank-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: January 09, 2003

Affected:

Kind of aeronautical product:	Powered sailplane
Manufacturer:	Schempp-Hirth, Kirchheim, Germany
Type:	Ventus bT, Discus bT, Nimbus-4M
Models affected:	Ventus-2cM, Discus bM, Nimbus-4DM
Serial numbers affected:	Ventus-2cM 44, 46 up to 120 Discus bM 1 up to 9 Nimbus-4DM 1, 3 up to 8, 10 up to 19 and 21 up to 48.
German Type Certificate No.:	825, 863 and 868

Subject:

Hub of propeller bearing, Spindle drive overload safety device and Supplements Maintenance Manual

Reason:

On one Ventus-2cM the hub of propeller bearing has failed after 11 engine hours. The fatigue failure was caused by a surface discontinuity at the transition from the front seat of the roller bearing to the conical part of hub. A new replacement reinforced hub together with the modified large belt pulley is now required in order to prevent further bearing failures.

Action:

Exchange of the large belt pulley, adjustment of the tension of the drive belt and installation of a mechanical spindle overload safety device (only for Nimbus-4DM).

The Actions must be done in accordance with the instructions given in the mentioned Service Bulletin.

Compliance:

If not already has been done, perform the actions within the next 5 engine hours (after July 25, 2002) but not later than December 31, 2002.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 825-31, 863-7, 868-5 dated November 15, 2002 becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43
73222 Kirchheim / Teck
Federal Republic of Germany

Phone: ++ 49 7021 7298-0
Fax: ++ 49 7021 7298-199
www.schempp-hirth.com
info@schempp-hirth.com

Note:

This AD supersedes the AD-No. 2002-199 dated July 25, 2002.

Holders of affected aircraft registered in Germany have to observe the following:

Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section, at the above address, fax-no. 0049 531/2355-725. Please note, that in case of any difficulty, reference should be made to the German issue!

In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section, at the above address, fax-no. 0049 531/2355-725. Please note, that in case of any difficulty, reference should be made to the German issue!

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Luftfartstilsynet
1. tilsynsavdeling
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 12

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-088 UTVIDELSE AV SERVICETID OG SUPPLEMENT TIL MAINTENANCE MANUAL

Påbudet gjelder:

Schempp-Hirth, Nimbus-2, alle modeller som er beskrevet i vedlagte kopi av LBA AD 2002-357.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2002-357.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 2002-357.

Referanse:

LBA AD 2002-357.

Gyldighetsdato:

2002-11-18.



**Airworthiness
Directive
2002-357**

Luffahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: November 14, 2002

Affected:

Kind of aeronautical product: Sailplane
Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany
Type: Nimbus-2
Models affected: Nimbus-3/24,5
Serial numbers affected: all
German Type Certificate No.: 286

Subject:

Extension of the service time and Supplements of the Maintenance Manual

Reason:

The results of fatigue tests (subsequently carried out on wing spar sections) have demonstrated that the time in service of GFRP/CFRP sailplanes may be extended to 12000 hours, provided the airworthiness of each individual aircraft is evidenced by a special multi-stage inspection program, which is then to be incorporated into the Maintenance Manual.

Facilitation of maintenance by supplementing the Maintenance Manual.

Action:

Insert revisions of pages into the Maintenance Manual and, whenever one of the various limits in service time is reached, an inspection according to an „Inspection program for extending the service time“ which may be obtained from the manufacturer, is to be performed.

The actions must be done in accordance with the Technical Notes of the manufacturer.

Compliance:

The action must be performed on reaching a service time of 6000 flight hours or before the next annual inspection - whichever comes first.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 286-34 dated September 23, 2002 which becomes herewith part of this AD and may be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43

D- 73222 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0
Fax: ++ 49 7021 7298-199

Holders of affected aircraft registered in Germany have to observe the following:

Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

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Luftfartstilsynet
1. tilsynsavdeling
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 13

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-019 HORIZONTAL STABILIZER OG ELEVATOR PUSHROD

Påbudet gjelder:

Schempp-Hirth, Discus 2a og Discus 2b, alle serienummer som er beskrevet i vedlagte kopi av LBA AD 2003-048.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2003-048.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 2003-048.

Referanse:

LBA AD 2003-048.

Gyldighetsdato:

2003-03-06.



**Airworthiness
Directive
2003-048**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: March 06, 2003

Affected:

Kind of aeronautical product: Sailplane
Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany
Type: Discus
Models affected: Discus 2a and Discus 2b
Serial numbers affected: 13 up to 22, 24, 27, 28, 30 up to 48, 50, 51, 53 up to 55, 57 up to 63, 65, 67, 68, 71 up to 79, 81 and 82
Note:
Not affected are sailplanes which comply with Technical Note No. 360-16
German Type Certificate No.: 360

Subject:

Horizontal stabilizer and elevator pushrod

Reason:

To improve the flutter stability a mass balance on the elevators in connection with a lighter elevator pushrod in the vertical fin must be installed.

Action:

The following actions must be performed: add a mass balance to the elevator, exchange the elevator pushrod in the vertical fin, determine a new weight and balance, revise the load chart and replace some pages into the Maintenance Manual.
The actions must be done in accordance with the instructions of the Service Bulletin.

Compliance:

The action must be done before the next annual inspection, but not later than April 30, 2003..

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 360-19 dated December 20, 2002 which becomes herewith part of this AD and can be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43
D- 73222 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0 Fax: ++ 49 7021 7298-199
www.schempp-hirth.com info@schempp-hirth.com

Holders of affected aircraft registered in Germany have to observe the following:

Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

Luftfartstilsynet
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 14

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-059 KONTROLL AV VINGESTRUKTUR

Påbudet gjelder:

Schempp-Hirth, Duo Discus, alle serienummer som er beskrevet i vedlagte kopi av LBA
AD 2003-246/2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2003-246/2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 2003-246/2.

Referanse:

LBA AD 2003-246/2.

Gyldighetsdato:

2003-08-18.



**Airworthiness
Directive
2003-246/2**

Lufffahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: August 01, 2003

Affected:

Kind of aeronautical product: Sailplane
Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany
Type: Duo Discus
Models and Serial numbers affected: Duo Discus
S/N: 165 up to 389

German Type Certificate No.: Duo Discus C (Czech model, TCDS 98-02)
S/N: 170 CS, 300 CS and 350 CS
396

Subject:

Wings – bonding of spar cap to spar web

Reason:

In-flight failure of wing structure at manoeuvring loads. A failure in the bonding of the spar cap and spar web could be identified.

Action:

Perform an inspection of the upper spar cap and the spar web - defects must be repaired.
The action must be accomplished in accordance with the Technical Informations of the manufacturer.

Compliance:

Action must be accomplished before the next flight !

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 396-8 dated July 31, 2003 which becomes herewith part of this AD and can be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43
D- 73222 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0 Fax: ++ 49 7021 7298-199
www.schempp-hirth.com info@schempp-hirth.com

Note:

This AD supersedes the AD-No. 2003-246 dated July 31, 2003.

Holders of affected aircraft registered in Germany have to observe the following:

Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luffahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

Luftfartstilsynet
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 15

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-072A KONTROLL/REPARASJON AV VINGER

Påbudet gjelder:

Schempp-Hirth, Discus bT, alle serienummer som er beskrevet i vedlagte kopi av LBA AD 2003-265/2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2003-265/2.

Tid for utførelse:

Før første flyging.

Referanse:

LBA AD 2003-265/2.

Gyldighetsdato:

2003-10-20.



**Airworthiness
Directive
2003-265/2**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
GERMANY

This Airworthiness Directive supersedes the Airworthiness Directives 2001-265 of 16 September 2003

Schempp-Hirth

Effective Date: 02 October 2003

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	Schempp-Hirth Flugzeugbau GmbH, Kirchheim/Teck, GERMANY
Type:	Discus bT
Models affected:	Discus bT
Serial numbers affected:	S/Nos.: 77, 106, 146, 151 through 154, 156, 158, 161 and 162
German Type Certificate No.:	863

Subject:

Failure of wing due to manufacturing defects.

Reason:

During a flight in turbulent weather conditions a sailplane Discus CS entered an uncontrolled very steep flight attitude followed by a rough recovering action with an in-flight break-up of the outer wing part (3.6 m from tip). At the broken section a failure in the bonding of the spar cap and the spar web could be identified. For safety reasons all sailplanes and powered sailplanes with these wings have been grounded with the Luftfahrt-Bundesamt Airworthiness Directive 2003-265 as temporary measure.

The actions specified by this Airworthiness Directive are intended to prevent wing failure which can result in loss of control of the powered sailplane.

Action:

Within the scope of this Airworthiness Directive, the following actions are required:

1. The bonding between the upper spar cap and the spar web are to be checked according to the instructions in the appendix of the mentioned Technical Note.
2. Defects in the spar cap and spar web bonding are to be repaired according to the instructions in the appendix of this Technical Note.
3. After completion of the check or respective repair – if the ailerons were removed - the ailerons are to be re-installed and the aileron deflections are to be checked.
4. For information only the report of an executed repair should be sent to the manufacturer.

All necessary actions must be performed on the basis of the mentioned manufacturer Technical Note.

Compliance:

All necessary actions must be performed before the next flight.

Technical publication of the manufacturer:

SCHEMPP-HIRTH Technical Note No. 360-21 and 863-9 dated September 25, 2003. This Technical Note becomes herewith part of this AD and can be obtained by the manufacturer under the mentioned address.

SCHEMPP-HIRTH Flugzeugbau GmbH
Straße:
73230 Kirchheim/Teck
GERMANY
Phone +49-7021-7298-0
Facsimile +49-7021-7298-199

Enquiries regarding this Airworthiness Directive should be referred to Mr. Martin Borsum, Airworthiness Directive Section, at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

LTA's / AD's and Technical Notes are published on the internet at <http://www.lba.de>

Luftfartstilsynet
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 16

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-073A KONTROLL/REPARASJON AV VINGER

Påbudet gjelder:

Schempp-Hirth, alle modeller og serienummer som er beskrevet i vedlagte kopi av LBA AD 2003-266/2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2003-266/2.

Tid for utførelse:

Før første flyging.

Referanse:

LBA AD 2003-266/2.

Gyldighetsdato:

2003-10-20.



**Airworthiness
Directive
2003-266/2**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
GERMANY

This Airworthiness Directive supersedes the Airworthiness Directives 2001-266 of 16 September 2003

Schempp-Hirth

Effective Date: 02 October 2003

Affected:

Kind of aeronautical product:	Sailplane
Manufacturer:	Schempp-Hirth Flugzeugbau GmbH, Kirchheim/Teck, GERMANY
Type:	Discus a
Models affected:	Discus CS and Discus b
Serial numbers affected:	Discus CS: S/Nos.: 1CS through 308CS Discus b: S/Nos.: 551 through 554, 568, 569, 571 through 573, 575 and 577
German Type Certificate No.:	360

Subject:

Failure of wing due to manufacturing defects.

Reason:

During a flight in turbulent weather conditions a sailplane Discus CS entered an uncontrolled very steep flight attitude followed by a rough recovering action with an in-flight break-up of the outer wing part (3.6 m from tip). At the broken section a failure in the bonding of the spar cap and the spar web could be identified. For safety reasons all sailplanes and powered sailplanes with these wings have been grounded with the Luftfahrt-Bundesamt Airworthiness Directive 2003-266 as temporary measure.

The actions specified by this Airworthiness Directive are intended to prevent wing failure which can result in loss of control of the sailplane.

Action:

Within the scope of this Airworthiness Directive, the following actions are required:

1. The bonding between the upper spar cap and the spar web are to be checked according to the instructions in the appendix of the mentioned Technical Note.
2. Defects in the spar cap and spar web bonding are to be repaired according to the instructions in the appendix of this Technical Note.
3. After completion of the check or respective repair – if the ailerons were removed - the ailerons are to be re-installed and the aileron deflections are to be checked.
4. For information only the report of an executed repair should be sent to the manufacturer.

All necessary actions must be performed on the basis of the mentioned manufacturer Technical Note.

Compliance:

All necessary actions must be performed before the next flight.

Technical publication of the manufacturer:

SCHEMPP-HIRTH Technical Note No. 360-21 and 863-9 dated September 25, 2003. This Technical Note becomes herewith part of this AD and can be obtained by the manufacturer under the mentioned address.

SCHEMPP-HIRTH Flugzeugbau GmbH
Straße:
73230 Kirchheim/Teck
GERMANY
Phone +49-7021-7298-0
Facsimile +49-7021-7298-199

Enquiries regarding this Airworthiness Directive should be referred to Mr. Martin Borsum, Airworthiness Directive Section, at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

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Postboks 8050 Dep., 0031Oslo
Besøksadresse:
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Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 17

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-079 BALANSEVEKTER

Påbudet gjelder:

Schempp-Hirth, alle modeller og serienummer som er beskrevet i vedlagte kopi av LBA AD 2003-280.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2003-280.

Tid for utførelse:

Før første flyging.

Referanse:

LBA AD 2003-280.

Gyldighetsdato:

2003-10-20.



**Airworthiness
Directive
2003-280**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
GERMANY

Schempp-Hirth

Effective Date: 02 October 2003

Affected:

Kind of aeronautical product: Sailplane
Manufacturer: Schempp-Hirth Flugzeugbau GmbH, Kirchheim/Teck, GERMANY
Type: Discus a, Ventus a
Models affected: Ventus-2a, Ventus-2b
Discus-2a, Discus-2b
Serial numbers affected: Ventus-2a, Ventus-2b (TC-No.: 349)
All S/Nos. complying with Modification Bulletin No. 349-42 or modified according Technical Note No. 349-27 and equipped with a new tail unit
S/Nos.: 1, 2, 31, 32, 48, 54, 71, 117, 124 through 151 and 153
Discus-2a, Discus-2b (TC-No.: 360)
S/Nos.: 1 through 185, 187 through 189
German Type Certificate No.: 349 and 360

Subject:

Elevator jamming due to separated balance weight.

Reason:

During a pre-flight check of a Discus-2T a roughness of the elevator control was noticed. After the removal of one elevator two loose pieces of lead were found. The outmost mass balance weight was separated and broken in two pieces.

The actions specified by this Airworthiness Directive are intended to prevent elevator jamming which can result in reduced controllability of the sailplane.

Action:

Within the scope of this Airworthiness Directive, the following actions are required:

1. The fixing of the outmost mass balance weight on both elevators has to be checked.
2. The elevators have to be removed and the fixation of the mass balance weights has to be modified according to the instructions described in the mentioned manufacturer Technical Note.
3. After the re-installation of the elevators, check for free travel and proper deflections within the permitted range.

All necessary actions must be performed on the basis of the mentioned manufacturer Technical Note.

Compliance:

For the actions mentioned above the following compliance times have been laid down:

Action 1:

Before the next flight. If a loose weight is noticed, action 2 and the following must be carried out prior the next flight.

Action 2 and 3:

At the next annual inspection, but not later than December 31, 2003.

Technical publication of the manufacturer:

SCHEMPP-HIRTH Technical Note No. 349-28, 360-20 and 863-8 dated September 16, 2003. This Technical Note becomes herewith part of this AD and can be obtained by the manufacturer under the mentioned address.

SCHEMPP-HIRTH Flugzeugbau GmbH
Straße:
73230 Kirchheim/Teck
GERMANY
Phone +49-7021-7298-0
Facsimile +49-7021-7298-199

Enquiries regarding this Airworthiness Directive should be referred to Mr. Martin Borsum, Airworthiness Directive Section, at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

Luftfartstilsynet
Postboks 8050 Dep., 0031Oslo
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LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 18

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-080 **BALANSEVEKTER**

Påbudet gjelder:

Schempp-Hirth, alle modeller og serienummer som er beskrevet i vedlagte kopi av LBA AD 2003-281.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2003-281.

Tid for utførelse:

Før første flyging.

Referanse:

LBA AD 2003-281.

Gyldighetsdato:

2003-10-20.



**Airworthiness
Directive
2003-281**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
GERMANY

Schempp-Hirth

Effective Date: 02 October 2003

Affected:

Kind of aeronautical product:	Powered Sailplane
Manufacturer:	Schempp-Hirth Flugzeugbau GmbH, Kirchheim/Teck, GERMANY
Type:	Discus bT
Models affected:	Discus-2T
Serial numbers affected:	S/Nos: 1 through 33
German Type Certificate No.:	863

Subject:

Elevator jamming due to separated balance weight.

Reason:

During a pre-flight check of a Discus-2T a roughness of the elevator control was noticed. After the removal of one elevator two loose pieces of lead were found. The outmost mass balance weight was separated and broken in two pieces.

The actions specified by this Airworthiness Directive are intended to prevent elevator jamming which can result in reduced controllability of the powered sailplane.

Action:

Within the scope of this Airworthiness Directive, the following actions are required:

1. The fixing of the outmost mass balance weight on both elevators has to be checked.
2. The elevators have to be removed and the fixation of the mass balance weights has to be modified according to the instructions described in the mentioned manufacturer Technical Note.
3. After the re-installation of the elevators, check for free travel and proper deflections within the permitted range.

All necessary actions must be performed on the basis of the mentioned manufacturer Technical Note.

Compliance:

For the actions mentioned above the following compliance times have been laid down:

Action 1:

Before the next flight. If a loose weight is noticed, action 2 and the following must be carried out prior the next flight.

Action 2 and 3:

At the next annual inspection, but not later than December 31, 2003.

Technical publication of the manufacturer:

SCHEMPP-HIRTH Technical Note No. 349-28, 360-20 and 863-8 dated September 16, 2003. This Technical Note becomes herewith part of this AD and can be obtained by the manufacturer under the mentioned address.

SCHEMPP-HIRTH Flugzeugbau GmbH
Straße:
73230 Kirchheim/Teck
GERMANY
Phone +49-7021-7298-0
Facsimile +49-7021-7298-199

Enquiries regarding this Airworthiness Directive should be referred to Mr. Martin Borsum, Airworthiness Directive Section, at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

Luftfartstilsynet
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

SEILFLY OG
BALLONGER

SCHEMPP-
HIRTH - 19

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2004-018 VINGER – MULIG BONDING SVIKT

Påbudet gjelder:

Schempp-Hirth, Duo Discus S/N 1 til 164.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD D-2004-084.

Tid for utførelse:

Før første flyging.

Referanse:

LBA AD D-2004-084.

Gyldighetsdato:

2004-03-01.



**Airworthiness
Directive**

D-2004-084

Luftfahrt-Bundesamt

Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: February 04, 2004

Affected:

Kind of aeronautical product: Sailplane
Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany
Type: Duo Discus
Models affected: Duo Discus
Serial numbers affected: S/N: 1 up to 164
German Type Certificate No.: 396

Subject:

Wings – possible bonding failures between spar cap to spar web

Reason:

The Luftfahrt-Bundesamt has been informed about a possible problem in the bonding of the spar cap and spar web.

Action:

The bonding between the upper spar cap and the spar web are to be checked according to the instructions in the appendix of the Technical Note of the manufacturer.

Defects in the spar cap and spar web bonding are to be repaired according to the instructions of Technical Note of the manufacturer.

Compliance:

The Action must be accomplished until April 30, 2004.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 396-9 dated January 30, 2004 which becomes herewith part of this AD and can be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43
D- 73222 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0 Fax: ++ 49 7021 7298-199
www.schempp-hirth.com info@schempp-hirth.com

Holders of affected aircraft registered in Germany have to observe the following:

Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

EASA-Approval

Approved by EASA under Approval-No. 2004-935 on February 04, 2004.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

Luftfartstilsynet
1. tilsynsavdeling
Postboks 8050 Dep., 0031 Oslo
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Rådhusgata 2, Oslo
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e-post: postmottak@caa.dep.no

SEILFLY OG
BALLONGER

LUFTDYKTIGHETSPÅBUD (LDP)

SCHEMPP-
HIRTH - 20

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2005-041 SKADER PÅ OVERSIDE AV "LEADING EDGE – HORIZONTAL STABILIZER"

RETTELSE: Løpenr. innenfor produsent er rettet fra "SCHEMPP-HIRTH – 21" til SCHEMPP-HIRTH -20"

Påbudet gjelder:

Schempp-Hirth, Kirchheim/Tech, alle modeller som beskrevet i vedlagte kopi av LBA AD D-2005-136.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD D-2005-136.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av LBA AD D-2005-136, med virkning fra denne LDP's gyldighetsdato.

Referanse:

LBA AD D-2005-136.

Gyldighetsdato:

2005-07-08.



**Airworthiness
Directive
D-2005-136**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Schempp-Hirth

Effective Date: 22 April, 2005

Affected:

Kind of aeronautical product:	Sailplane and powered Sailplane
Manufacturer:	Schempp-Hirth, Kirchheim/Teck, Germany
Type:	Ventus a and Ventus bT
Models and Serial numbers affected:	Ventus-2c (TCDS: 349) - S/No. 1 up to 51
	Ventus-2cT (TCDS: 825) - S/No. 1 up to 49
	Ventus-2cM (TCDS: 825) - S/No. 1 up to 73
German Type Certificate No.:	349 and 825

Subject:

Horizontal stabilizer – Damages on the upper side of the leading edge

Reason:

Three horizontal stabilizers damaged during landing accidents showed on the upper side of the leading edge hollow parts between the outer laminate and the inner reinforcement.

Action:

Inspect the Horizontal stabilizer on of the upper side of the leading edge and perform a modification, if necessary. The Actions must be accomplished in accordance with the instructions given in the Schempp-Hirth Technical Note No. 349-29 / 825-34 dated 20 January 2005.

Compliance:

The action must be done during the next annual inspection, but not later than 31 December 2005.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 349-29 / 825-34 dated 20 January 2005 which becomes herewith part of this AD and can be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43
D- 73222 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0 Fax: ++ 49 7021 7298-199
www.schempp-hirth.com info@schempp-hirth.com

Holders of affected aircraft registered in Germany have to observe the following:

Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!