

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0140 [Correction: 16 July 2015]</p> <p>Date: 15 July 2015</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: SCHEMPH-HIRTH FLUGZEUGBAU GmbH</p>	<p>Type/Model designation(s): Arcus sailplanes and powered sailplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.532</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
ATA 27	Flight Controls – Air Brake Bellcrank – Inspection / Replacement	
<p>Manufacturer(s):</p>	<p>Schempp-Hirth Flugzeugbau GmbH</p>	
<p>Applicability:</p>	<p>Arcus sailplanes, serial numbers (S/N) 1 to 9 inclusive. Arcus T powered sailplanes, S/N 1 to 12 inclusive, and S/N 15 to 31 inclusive. Arcus M powered sailplanes, S/N 1 to 46 inclusive.</p>	
<p>Reason:</p>	<p>Operational experience shows that application of an excessive load on the air brake system may induce damage to the air brake bellcrank at the root ribs of the wing.</p> <p>This condition, if not detected and corrected, could lead to bellcrank failure and uncontrolled actuation of the air brakes (symmetric or asymmetric), possibly resulting in reduced control of the (powered) sailplane.</p> <p>To address this potential unsafe condition, Schempp-Hirth Flugzeugbau GmbH developed a reinforced bellcrank and issued Technical Note (TN) A532-4 to provide inspection instructions of the non-reinforced parts.</p> <p>For the reasons described above, this AD requires repetitive inspections of non-reinforced (pre-drawing HS-50.016 Revision a) air brake bellcranks and clearance checks of the air brake control system. This AD also requires replacement of all non-reinforced bellcranks with reinforced parts.</p> <p>This AD is re-published to correct a typo in the number of the Schempp-Hirth Flugzeugbau GmbH service instruction.</p>	
<p>Effective Date:</p>	<p>29 July 2015</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 40 days after the effective date of this AD, check if any non-reinforced air brake bellcrank corresponding to pre-drawing HS 50.016 Revision a is installed on a (powered) sailplane. If any non-reinforced air brake bellcrank (pre-drawing HS 50.016 Revision a) is found to be installed on a (powered) sailplane, before next flight, and thereafter at intervals not to exceed 50 flight hours, inspect the affected air brake bellcrank and check the clearances of the air brake control system in accordance with the instructions of Schempp-Hirth Flugzeugbau GmbH TN A532-4. (2) If, during any inspection as required by paragraph (1) of this AD, any crack or damage is detected in an air brake bellcrank, before next flight, replace each damaged air brake bellcrank with a reinforced part, corresponding to drawing HS11-50.016 Revision a, or a later approved drawing, and accomplish all the corrective actions in accordance with the instructions of Schempp-Hirth Flugzeugbau GmbH TN A532-4. (3) If, during any clearance check as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish all applicable corrective actions in accordance with the instructions of Schempp-Hirth Flugzeugbau GmbH TN A532-4. (4) Unless already accomplished as required by paragraph (2) of this AD, within 12 months after the effective date of this AD, replace each non-reinforced (pre-drawing HS-50.016 Revision a) air brake bellcrank with a reinforced part in accordance with the instructions of Schempp-Hirth Flugzeugbau GmbH TN A532-4. (5) Replacement on a (powered) sailplane of each non-reinforced (pre-drawing HS-50.016 Revision a) air brake bellcrank with a reinforced part, as required by paragraph (4) of this AD, constitutes terminating action for the repetitive inspections and clearance checks as required by paragraph (1) of this AD for that (powered) sailplane. (6) From the effective date of this AD, installation of an air brake bellcrank on a (powered) sailplane is allowed, provided the part corresponds to Schempp-Hirth Flugzeugbau GmbH drawing HS11-50.016 Revision a, or to a later approved drawing.
<p>Ref. Publications:</p>	<p>Schempp-Hirth Flugzeugbau GmbH TN A532-4 dated 16 June 2015. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Schempp-Hirth Flugzeugbau GmbH, Kребenstrasse 25 73230 Kirchheim/Teck, Germany Telephone: +49 7021 7298-0, Fax: +49 7021 7298-199 Email: info@schempp-hirth.com.