



Airworthiness Directive

AD No.: 2016-0027R1

Issued: 02 March 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

SCHEMPH-HIRTH FLUGZEUGBAU GmbH

Type/Model designation(s):

Discus-2 and Ventus-2 sailplanes and powered sailplanes

Effective Date: Revision 1: 02 March 2016
Original issue: 23 February 2016

TCDS Number(s): EASA.A.049, EASA.A.050, EASA.A.274, EASA.A.301

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2016-0027 dated 09 February 2016.

ATA 27 – Flight Controls – Airbrake Panels – Inspection

Manufacturer(s):

Schempp-Hirth Flugzeugbau GmbH

Applicability:

Discus-2a, Discus-2b, Discus-2c sailplanes, Ventus-2a, Ventus-2b and Ventus-2c sailplanes, and Discus-2T, Discus-2cT, Ventus-2cT and Ventus-2cM powered sailplanes, serial numbers as listed in Schempp-Hirth Flugzeugbau GmbH issued Technische Mitteilung / Technical Note (TN) 349-39, 360-29, 825-55 and 863-22 (published as a single document).

Reason:

Operational experience shows that, under certain conditions, the overlap between the two airbrake panels can be insufficient and the panels can interlock.

This condition, if not corrected, could lead to blockage of the airbrakes, possibly resulting in reduced control of the (powered) sailplane.

To address this potential unsafe condition, Schempp-Hirth Flugzeugbau GmbH issued TN 349-39, 360-29, 825-55 and 863-22 (single document, hereafter referred to as 'the TN' in this AD), to provide inspection instructions to verify the correct overlap between the two affected airbrake



panels. Consequently, EASA issued AD 2016-0027 to require a one-time inspection of the overlap of the affected airbrake panels and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Schempp-Hirth Flugzeugbau GmbH issued Revision 1 of the TN introducing an allowance to accomplish the inspection by a pilot-owner.

For the reason described above, this AD is revised to introduce a pilot-owner maintenance authorisation to accomplish the required inspection.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- (1) Within 40 days after 23 February 2016 [the effective date of this AD at original issue], inspect the overlap of the airbrake panels in accordance with the instructions of the TN.
- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the TN.

Note: Inspection, as required by paragraph (1) of this AD, can be accomplished by a pilot-owner in accordance with the provisions of Commission Regulation (EU) 1321/2014.

Ref. Publications:

Schempp-Hirth Flugzeugbau GmbH TN 349-39, 360-29, 825-55, 863-22 (single document) and the associated Arbeitsanweisung (Working Instructions) to the TN, both, original issue dated 22 January 2016 or Revision 1 dated 29 February 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

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 EASA Safety Information Section, Certification Directorate. 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
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