


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2006 – 0294-E</b></p> <p><b>Date: 25 September 2006</b></p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p><b>Type Approval Holder's Name :</b></p> <p>Schempp-Hirth Flugzeugbau GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>Duo Discus T and Nimbus 4DT</p>	
<p>TCDS Numbers: EASA.A.074 and EASA.A.063</p>		
<p>Foreign AD : N/A</p>		
<p>Supersedure : N/A</p>		
<b>ATA 61</b>	<b>Propellers – Propeller Hub – Inspection / Overhaul</b>	
<p>Manufacturer:</p>	<p>Schempp-Hirth Flugzeugbau GmbH</p>	
<p>Applicability:</p>	<p>Duo Discus T (TCDS EASA.A.074) S/N 1 up to 149;</p> <p>Nimbus 4DT (TCDS EASA.A.063) S/N 11 up to 14.</p>	
<p>Reason:</p>	<p>To prevent a possible failure of the attachment of the propeller blades, the propeller hub has to be checked and overhauled.</p>	
<p>Effective Date:</p>	<p>27 September 2006</p>	
<p>Compliance:</p>	<p><b>Action 1:</b> on every daily inspection. <u>Visual check of the propeller hub:</u> In the area of the five propeller blade roots the propeller hub has to be checked for cracks. If necessary the hub has to be cleaned before.</p> <p><b>Action 2:</b> - for propellers with 15 hours or more operating time (engine time) before next flight:</p>	

	<p>-for propellers with less than 15 hours operating time (engine time) latest at the next annual inspection:</p> <p><u>Inspection and overhaul of the propeller hub:</u></p> <p>For inspection and overhaul of the propeller hub the propeller has to be removed.</p> <p>Together with a declaration about the operating time it has to be sent to the manufacturer of the propeller:</p> <p>Technoflug Leichtflugzeugbau GmbH  Dr. Kurt Steim Straße 6  D-78713 Schramberg - Germany</p> <p>With the propeller removed, the powered sailplane can be temporarily used in sailplane configuration. If the engine battery (at the steel frame between the seats) is not removed, a new weight and balance report is not necessary. After the inspection and overhaul of the propeller hub is done, the propeller must be reinstalled.</p>
Ref. Publications:	<p>Schempp-Hirth Technical Note 890-8 / 868-11 dated 22.09.2006  or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point – Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: SCHEMPP – HIRTH Flugzeugbau GmbH  Krebenstraße 25, D-73230 Kirchheim/Teck - Germany  Ph.: +49.7021 / 7298 – 0 ; Fax: +49.7021 / 7298 - 199  Email: <a href="mailto:info@schempp-hirth.com">info@schempp-hirth.com</a></li> </ol>