


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0146</p> <p>Date: 03 August 2011</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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 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>Type Approval Holder's Name : SCHEMPP-HIRTH Flugzeugbau GmbH</p>	<p>Type/Model designation(s) : Ventus and Discus powered sailplanes</p>
TCDS Number:	EASA.A.301 and EASA.A.050
Foreign AD:	Not applicable
Supersedure:	None
ATA 54	Nacelles / Pylons – Engine Pylon – Inspection / Replacement
Manufacturer(s):	SCHEMPP-HIRTH Flugzeugbau GmbH
Applicability:	<p>Ventus cT powered sailplanes, all serial numbers, Ventus-2cT powered sailplanes, serial numbers 1 to 183 (inclusive), Discus bT powered sailplanes, all serial numbers, Discus-2T powered sailplanes, serial numbers 1 to 40 (inclusive), and Discus-2cT powered sailplanes, serial numbers 1 to 35 (inclusive), except those on which a new engine pylon, Part Number (P/N) M03RT841 with modified engine support is already installed.</p>
Reason:	<p>It has been reported that small cracks on engine pylons, in the area of the lower engine support, were not detected through the “standard” inspection required by the daily inspection instructions. The cracks were discovered only after having significantly grown.</p> <p>This condition, if not detected and corrected, could lead to an engine pylon failure and consequent damage to the aeroplane or injury to people on the ground.</p> <p>For the reasons described above, this AD requires to replace the daily inspection pages of the Aircraft Flight Manual (AFM) that are describing the engine pylon inspection instructions, to inspect the affected engine pylon area in accordance with those instructions, and the replacement with a newly designed engine pylon in case of findings.</p>

Effective Date:	31 August 2011
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 30 days after the effective date of this AD, replace the daily inspection pages of the AFM and thereafter, accomplish the engine pylon inspection in accordance with these amended instructions. The AFM page replacement must be done in accordance with the instructions of the following SCHEMPP-HIRTH Technical Notes as applicable to the sailplane version:</p> <ul style="list-style-type: none"> - Ventus cT and Ventus-2cT: TN 825-51 Original issue or Revision 1, or - Discus bT, Discus-2cT and Discus-2T: TN 863-20 P Original issue or Revision 1, <p>(2) If, during the daily inspections required by paragraph (1) of this AD, any damage or crack is found on the engine pylon, before next flight, replace the engine pylon with an engine pylon with P/N M03RT841 in accordance with the instructions of the following SCHEMPP-HIRTH Technical Notes as applicable to the sailplane version:</p> <ul style="list-style-type: none"> - Ventus-2cT: TN 825-39, - Ventus cT: TN 825-52, - Discus-2T and Discus-2cT: TN 863-14, or - Discus bT: TN 863-21.
Ref. Publications:	<p>SCHEMPP-HIRTH Ventus cT and Ventus-2cT TN 825-51 Revision 1; SCHEMPP-HIRTH Ventus-2cT TN 825-39; SCHEMPP-HIRTH Ventus cT TN 825-52; SCHEMPP-HIRTH Discus bT, Discus-2cT and Discus-2T TN 863-20 Revision 1; SCHEMPP-HIRTH Discus-2T and Discus-2cT TN 863-14; SCHEMPP-HIRTH Discus bT TN 863-21.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 07021 7298-199, E-Mail: info@schempp-hirth.com.