


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2013-0043R1</b></p> <p><b>Date: 12 March 2013</b></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 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 AD applies, except in accordance with the requirements of that AD, 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><b>Design Approval Holder's Name :</b> SCHEMPP-HIRTH VÝROBA letadel spol. s r.o.</p>		<p><b>Type/Model designation(s) :</b> VSO 10 and VSO 10C sailplanes</p>
TCDS Number:	EASA.A.442	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2013-0043 dated 27 February 2013, which superseded EASA AD 2011-0181-E dated 16 September 2011.	
<b>ATA 27</b>	<b>Flight Controls – Rear Elevator Hinge Fitting – Inspection / Replacement</b>	
Manufacturer(s):	Orlican, n.p, Orlican s.p.	
Applicability:	VSO 10, VSO 10 C sailplanes, all serial numbers	
Reason:	<p>In 2011, a failure of the rear elevator hinge on a VSO 10 sailplane was reported to EASA.</p> <p>This condition, if not detected and corrected, could lead to loss of control of the sailplane.</p> <p>To address this unsafe condition, EASA issued Emergency AD 2011-0181-E to require repetitive visual inspections of the rear elevator hinge fitting and, in case of detection of crack, accomplishment of a repair.</p> <p>Since that AD was issued, Schempp-Hirth výroba letadel spol. s r.o issued Mandatory Service Bulletin (MSB) VSO 10/22a, providing instructions for replacement of rear elevator hinge with an improved part and its subsequent maintenance.</p> <p>For the reasons described above, this new AD retains the requirements of EASA AD 2011-0181-E, which is superseded, and requires replacement of the affected rear elevator hinge fitting with an improved part and subsequent maintenance actions.</p> <p>This AD is revised to correct the compliance time for the rear elevator hinge fitting replacement.</p>	
Effective Date:	<p>Revision 1: 14 March 2013</p> <p>Original issue: 13 March 2013</p>	

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p><b>Restatement of EASA AD 2011-0181-E requirements:</b></p> <p>(1) Before next flight after 19 September 2011 [the effective date of AD 2011-0181-E] and, thereafter, at intervals not to exceed 50 flight hours or 12 months, whichever occurs first, visually inspect (using a magnifying (5x) glass) the rear elevator hinge fittings in accordance with the instructions of Schempp-Hirth výroba letadel spol. s r.o. MSB VSO 10/21a.</p> <p>(2) If, during any inspection as required by paragraph (1) of this AD, a crack is detected, before next flight, contact the TC Holder for approved repair instructions and accomplish those instructions accordingly.</p> <p>(3) Within 10 days after each inspection as required by this AD, report inspection results (including no findings) to the TC Holder.</p> <p><b>New requirements of this AD:</b></p> <p>(4) Within 12 months after 13 March 2013 [the effective date of the original issue of this AD], replace the rear elevator hinge fitting Part Number (P/N) VSO10.325 with an improved part in accordance with instructions of Schempp-Hirth výroba letadel spol. s r.o. MSB VSO 10/22a.</p> <p>(5) Thereafter, within the thresholds and intervals referenced in, and in accordance with the instructions of, Schempp-Hirth výroba letadel spol. s r.o. MSB VSO 10/22a, accomplish maintenance actions.</p> <p>(6) Replacement of the rear elevator hinge with an improved part as required by paragraph (4) of this AD constitutes terminating action for the repetitive inspections and reporting as required by paragraphs (1) and (3) of this AD.</p> <p>(7) After modification of an aeroplane as required by paragraph (4) of this AD, do not install a rear elevator hinge fitting P/N VSO10.325 on that aeroplane.</p>
<p>Ref. Publications:</p>	<p>Schempp-Hirth výroba letadel spol. s r.o. MSB VSO 10/21a, dated 15 September 2011.</p> <p>Schempp-Hirth výroba letadel spol. s r.o. MSB VSO 10/22a, dated 25 October 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The original issue of this AD was posted on 22 January 2013 as PAD 13-018 for consultation until 19 February 2013. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: <p>Schempp-Hirth výroba letadel, spol. s r.o.  Ul. Dvořiska 1733, 565 01 Choceň,  Czech Republic  Telephone: +420 465 352 651, Fax: +420 465 352 659  Email: <a href="mailto:info@shvl.cz">info@shvl.cz</a>.</p> </li> </ol>