Airworthiness Directive Schedule

Gliders

Schempp-Hirth

18 April 2019

Notes:

1. This AD schedule is applicable to Schempp-Hirth gliders manufactured under LBA/EASA Type Certificate Numbers:

Aircraft Model:	LBA/EASA TC No:	Aircraft Model:	LBA/EASA TC No:
Arcus	A.532	Mini-Nimbus HS7	328
Arcus M	A.532	Nimbus 2	286
Arcus T	A.532	Nimbus 3DM	847
Cirrus	265	Nimbus-3D	373
Discus a	360 (A.049)	SHK-1	258
Discus b	360 (A.049)	Standard Cirrus	278
Discus CS	SAI 90-01	Standard Cirrus B	278
Discus 2a	360 (A.049)	Ventus a	349 (A.274)
Discus 2b	360 (A.049)	Ventus b	349 (A.274)
Discus 2c	360 (A.049)	Ventus b/16.6	349 (A.274)
Discus 2T	A.50	Ventus bT	825
Duo Discus	396 (A.025)	Ventus c	349 (A.274)
Duo Discus T	890	Ventus cM	825
Janus	295	Ventus cT	825
Janus B	295	Ventus 2a	349 (A.274)
Janus C	295	Ventus 2b	349 (A.274)
Janus Ce	295	Ventus 2cT	825
Janus CM	809		
Mini-Nimbus B	328		

2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these. State of Design ADs can be obtained directly from the EASA website at http://ad.easa.europa.eu/
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk. *

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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. The link to the NAA website is available on the CAA website at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below. 15
2013-0012 Cancelled – EASA AD 2013-0054 refers 15
2013-0054 AFM and Maintenance Manual - Amendment 15
2014-0042 Airbrake – Modification 15
2015-0139R1 Air Brake Bellcrank – Inspection 15
2015-0140 (Correction) Air Brake Bellcrank – Inspection 15
2016-0027R1 Air Brakes – Inspection 15
* 2017-0167-E Cancelled – Refer AD Schedule for HPH Glasflugel gliders 15
* 2019-0079 Air Brake Control – Inspection 15

DCA/SH/1A Spacer Block Glued Joint - Inspection

Applicability: All model Standard Austria S and SH

Requirement: Inspect the glued joint of the spacer block to the fuselage shell. If any cracks are detected, or if the glued seam is not evenly visible all around the block, or shows any signs of tears, modify per Schempp-Hirth Modification Nr 8 (Drawing Nr 235-A8) before further flight

Compliance: Before further flight, and thereafter at intervals not exceeding 50 hours TIS or 6 months whichever is the sooner

Effective Date: DCA/SH/1 - 31 August 1970
DCA/SH/1A - 30 August 1991

DCA/SH/2 Cancelled - DCA/SH/1A refers

DCA/SH/3 Cancelled - Purpose fulfilled

DCA/SH/4 Rudder Control Cable Guide Pulleys - Modification

Applicability: All model Standard Austria S, SH, SH-1

Requirement: Modify per Schempp-Hirth Standard Austria S, SH, SH-1 Revision Nr 10 dated 10 February 1967

Compliance: Within the next 10 hours TIS

Effective Date: 31 August 1970

DCA/SH/5A Glued Joint Area Between Bulkhead and Plywood Shell - Inspection

Applicability: All model SHK-1 and Standard Austria S, SH, SH-1

Requirement: Inspect per Schempp-Hirth SHK 1 TN 9 dated 20 January 1969 or Schempp-Hirth Standard Austria Technical Note Nr 11 dated 20 January 1969.

Compliance: Within the next 50 hours TIS and thereafter at intervals not exceeding 12 calendar months and after every hard landing

Effective Date: 31 August 1970

DCA/SH/7 Trim Handle, Forward Travel Limitation - Modification

Applicability: Model Cirrus L-265

Requirement: Modify per Schempp-Hirth Technical Information Nr 2/1968

Compliance: By 31 August 1971

DCA/SH/8 Fuselage Frame - Modification

Applicability: Model Standard Cirrus S/N 1 through 510, 528 and 529. Also S/N 1G through 544G

Requirement: Modify per Schempp-Hirth TN 278-17.
(LBA AD 76-8 refers)

Compliance: By 31 July 1976

Effective Date: 19 May 1976

DCA/SH/9 Seat – Modification

Applicability: Model Standard Cirrus S/N 1 through 604. Also S/N 1G through 200G

Requirement: Modify per Schempp-Hirth TN 278-18.
(LBA AD 76-7 refers)

Compliance: By 31 July 1976

Effective Date: 19 May 1976

DCA/SH/10B Air Brake Control - Modification

Applicability: Models Standard Cirrus, Standard Cirrus B, Standard Cirrus CS 11-75L, Standard Cirrus G, Standard Cirrus TOP, and Standard Cirrus B TOP.

Requirement: To prevent failure of the air brake drive lever ball-joint, accomplish the following:-

1. Install new ball joints per Schempp-Hirth TN 278-23 revised 26 March 1993.
2. Modify the air brake actuating lever per TN 278-23 revised 26 March 1993.

(LBA AD 79-051/4 refers)

Compliance:

1. At intervals not to exceed 500 hours TIS.
2. At next ball joint replacement per Part 1.

Effective Date: DCA/SH/10A 28 January 1983
DCA/SH/10B 25 October 1996

DCA/SH/11 Elevator Drive Bearing - Inspection

Applicability: Model Standard Cirrus S/N 21, 23, 27, 30, 32 through 34, 36 through 52 and 54 through 120

Requirement: Inspect per Schempp-Hirth TN 278-25 and replace all EL 6 type bearings as specified.

(LBA AD 80-243 refers)

Compliance: By 31 January 1981

Effective Date: 21 November 1980

DCA/SH/12 Elevator Attachment - Inspection

Applicability: Model Standard Cirrus S/N 1 through 397, 399 through 572, 594, 596 and 600

Requirement: Inspect per Schempp-Hirth TN 278-26. Repair any cracked fittings found before further flight.

(LBA AD 80-244 refers)

Compliance: By 31 December 1980 and thereafter at intervals not exceeding 300 hours TIS

Effective Date: 21 November 1980

DCA/SH/13A Service Life - Inspection

Applicability Models Standard Cirrus, Standard Cirrus B, Standard Cirrus CS-11-75 L and Standard Cirrus G.

Requirement: Implement inspection program per Schempp-Hirth TN 278-28, dated 26 September 1995. Any defects found must be rectified before further flight.

(LBA AD 81-099/2 refers)

Compliance: At 6000 hours TTIS or by 30 September 1996, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: DCA/SH/13 30 October 1981
DCA/SH/13A 15 March 1996

DCA/SH/14A Service Life - Inspection

Applicability: All model Janus and Janus B

Requirement: Accomplish inspection programme per Schempp-Hirth TN 295-11 issued 6 March 1991. Any defects found must be rectified before further flight.

(LBA AD 81-98/2 refers)

Compliance: At 6000 hours TTIS or by 31 December 1991, whichever is the sooner until a maximum of 12,000 hours TTIS

Effective Date: DCA/SH/14 - 30 October 1981
DCA/SH/14A - 30 August 1991

DCA/SH/15 Flap Control Installation - Inspection

Applicability: All model Nimbus II

Requirement: To preclude possible loss of flap selection accomplish the following:

1. Inspect cockpit flap selector leaf spring installation for correct location and security.
2. Check tighten attachment bolt/stiff nut assembly and associated control rod eye-end lock nut

Compliance: By 30 June 1982 and thereafter at intervals not exceeding one year

Effective Date: 28 May 1982

DCA/SH/16 Elevator, Tailplane, Tail Parachute Installation - Modification

Applicability: All model Cirrus.

Requirement: Embody modifications to elevator drive and horizontal tail plane, remove parachute as prescribed, per Schempp-Hirth TN actions 2 through 5.

(LBA AD 82-103 refers)

Compliance: By 30 November 1982

Effective Date: 27 August 1982

DCA/SH/17A Elevator, Drive - Inspection

Applicability: All model Nimbus 2B, Mini-Nimbus B and Janus B

Requirement: Inspect and modify per Schempp-Hirth TNs 286-24, 328-8 or 295-19 (each dated 14 August 1987) as applicable.

(LBA AD 87-126/2 refers)

Compliance: Inspection - Prior to each flight until modified

Modification - By 31 December 1987

Effective Date: DCA/SH/17 - 14 August 1987
DCA/SH/17A - 23 October 1987

DCA/SH/18 Flap Drive - Modification

Applicability: Models Ventus ‘a’ and ‘a/16.6’ S/N 1 through 284

Requirement: Modify flap drive lever per Schempp-Hirth TN 349-9.

(LBA AD 87-44 refers)

Compliance: By 31 October 1988

Effective Date: 29 July 1988

DCA/SH/19 Service Life - Inspection

Applicability: All model Janus C

Requirement: Implement inspection program per Schempp-Hirth TN 95-16, issued 15 March 1991. Any defects found must be rectified before further flight.
(LBA AD 86-274/2 refers)

Compliance: At 6000 hours TTIS or by 31 December 1991, whichever is the sooner until a maximum of 12,000 hours TTIS

Effective Date: 30 August 1991

DCA/SH/20A Elevator Actuating Rod - Inspection

Note: This AD supersedes DCA/SH/20 to revise the applicability to include Nimbus-3D gliders.

Applicability:
Model Janus CM gliders, S/N all through 36
Model Janus CT gliders, S/N all through 19
Model Ventus bT gliders, all S/N
Model Ventus cT gliders, S/N all through 174
Model Ventus cM gliders, S/N all through 87 except 85
Model Nimbus-3T gliders, all S/N
Model Nimbus-3DT gliders, S/N 1 all through 55
Model Nimbus-3DM gliders, S/N all through 24
Model Discus-bT gliders, S/N all through 100
Model Standard Cirrrus G gliders, all S/N
Model Nimbus-2B, -2C, -3 and -3/24.5 gliders, all S/N
Model Janus B, C, and Ce gliders, S/N all through 284
Model Mini Nimbus B and C gliders, all S/Ns
Model Ventus a, b, a/16.6 and b/16.6 gliders, all S/N
Model Ventus C gliders, S/N all through 568
Model Discus a and b gliders, S/N all through 446
Model Discus CS gliders, S/N all through 98
Model Nimbus-3D gliders, S/N all through 11

Requirement: To prevent accumulation of water, corrosion and possible failure of the vertical elevator actuating rod inside the fin, accomplish the following:

1. Load test the the elevator control system per TN 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, 809-9, 825-17, 847-4 or 863-3 as applicable.

2. Replace the elevator actuating rod per the applicable TN listed above.
(LBA AD 92-360/2 refers)

Compliance:
1. By 25 April 2010 unless previously accomplished.

2. By 25 May 2010 unless previously accomplished.

Effective Date: DCA/SH/20 - 3 September 1993
DCA/SH/20A - 25 March 2010

DCA/SH/21 Service Life - Inspection

Applicability: Models Discus A and B, S/N 1 through 499.

Requirement: Implement inspection program per Schempp-Hirth Technical Note 360-11. Any defects found must be rectified before further flight.
(LBA AD 94-031 refers)

Compliance: At 6000 hours total time in service or by 30 June 1994, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: 15 April 1994

DCA/SH/22 Service Life - Inspection

Applicability: Models Nimbus-2, -2B and -2C.

Requirement: Implement inspection program per Schempp-Hirth Technical Note 286-22. Any defects found must be rectified before further flight.

(LBA AD 86-036/2 refers)

Compliance: At 6000 hours total time in service or by 30 June 1994, whichever is the sooner until a maximum of 12,000 hours TTIS.

Effective Date: 15 April 1994

DCA/SH/23A Horizontal Stabiliser - Inspection

Applicability Model Standard Cirrus and Standard Cirrus B S/N 573, 586, 593, 595, 597 through 599, 601 and up;

Nimbus-2 S/N 86, 93, 96 and up;

Janus all S/Ns;

Mini-Nimbus HS7 all S/Ns;

Nimbus-2M S/N 4 through 7;

Powered Gliders, Standard Cirrus TOP and Standard Cirrus B TOP S/N 573, 586, 593, 595, 597 through 599, 601 and up.

Requirement: To prevent disengagement of the tailplane attachment bracket accomplish Schempp Hirth TN 278-36, 286-33, 295-26, 328-11, 798-3.

(LBA AD 95-015 refers)

Compliance: By 31 October 1995

Effective Date: DCA/SH/23 - 4 August 1995
DCA/SH/23A – 18 December 1998

DCA/SH/24 Service Life - Inspection

Applicability Models Ventus a, Ventus b, Ventus a/16.6, Ventus b/16.6, and Ventus c.

Requirement: To extend service life to 12,000 hours accomplish the following:-

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 349-24. Any defects found must be rectified before further flight.

(LBA AD 1999-001 refers)

Compliance: Amend maintenance manual by 30 June 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 12 March 1999

DCA/SH/25 Service Life - Inspection

Applicability Model Janus CM.

Requirement: To extend service life to 12,000 hours accomplish the following:-

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 809-14. Any defects found must be rectified before further flight.

(LBA AD 1999-028 refers)

Compliance: Amend maintenance manual by 30 June 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 12 March 1999

DCA//SH/26 Horizontal Stabiliser Mass Balancing - Installation

Applicability: Janus C S/N 87 through 252, and 254 through 267
Janus CM S/N 1, 3 through 24, and 26 through 36
Janus CT S/N 1 through 6, 8 and 9.

Requirement: To prevent the possibility of elevator flutter, accomplish the following:-

1. Install a speed limiting placard per Schempp-Hirth Technical Note 295-27 or 809-15.

2. Install mass balance, check elevator deflections, establish new weight and balance, amend maintenance manual and remove speed limiting placard per TN 295-27 or 809-15.
(LBA AD 1999-265 refers)

Compliance: 1. Install placard before next flight.

2. By 31 December 1999.

Effective Date: 5 August 1999

DCA/SH/27 Service Life - Inspection

Applicability: Model Ventus-cT and Ventus-cM.

Requirement: To extend service life to 12,000 hours TTIS accomplish the following:-

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 825-21. Any defects found must be rectified before further flight.
(LBA AD 1999-304 refers)

Compliance: Amend maintenance manual by 31 December 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

Effective Date: 22 October 1999

DCA/SH/28 Flap Torsion Drive - Modification

Applicability: Ventus b and Ventus b/16.6 S/N 2 through 136; and Ventus bT S/N 1 through to 9.

Requirement: To prevent cracking around the weld between the flap drive lever and the torque tube, modify flap torsion drive per Schempp-Hirth TN 349-9 or 825-29 as applicable.
(LBA AD 2001-258 refers)

Compliance: By 30 August 2002, unless already accomplished.

Effective Date: 30 August 2001

DCA/SH/29 Landing Gear Bolt - Inspection

Applicability: Discus 2b S/N 1 through 107, Ventus 2c S/N 1 through 66, Ventus 2cT S/N 1 through 107 and Ventus 2cM S/N 1 through 107 and 109.

Requirement: To prevent damage to the undercarriage mechanism inspect per Schempp-Hirth TN 349-25, 360-17 or 825-27 as applicable.
(LBA AD 2001-259 refers)

Compliance: By 30 August 2002

Effective Date: 30 August 2001

DCA/SH/30 Elevator Mass Balance - Modification

Applicability: Model Discus 2a and Discus 2b, S/N 13 thru 22, 24, 27, 28, 30 thru 48, 50, 51 53 thru 55, 57 thru 63, 65, 67, 71 thru 79, 81 and 82, that have not embodied TN 360-16.

Requirement: To prevent the possible onset of flutter in the elevator, modify the elevator control system in accordance with TN 360-19.
(LBA AD 2003-048 refers)

Compliance: At next scheduled annual inspection or by 30 June 2003, whichever is latest.

Effective Date: 27 February 2003

DCA/SH/31 Wing Spar - Inspection

Applicability: Duo Discus, S/N 165 through 389 and Duo Discus T, S/N 1 through 78.

Requirement: To detect failure of the bond between the spar cap and spar web, which could lead to inflight failure of the wing, inspect upper spar cap and web per Schempp-Hirth Technical Note No 396-8.
(LBA AD 2003-246/2 and 2003-245/2 refer)

Compliance: Before further flight.

Effective Date: 8 August 2003

DCA/SH/32B Wing Structure – Inspection

Applicability: Discus CS, S/N 001CS through 308CS, and Discus b aircraft, S/N 551 through 554, 568, 569, 571 through 573, 575 and 577, and that have not been inspected and repaired, per Schempp-Hirth Mandatory Bulletin DCS/6a.

Requirement: To prevent failure of the wing structure, inspect the bonding between the upper spar cap and the spar web, per Schempp-Hirth TN 360-21 and 863-9. If defects to the upper spar cap and the spar web bonding are found, repair per TN 360-21 and 863-9.
(LBA AD 2003-266/2 refers)

Note: Aircraft that have been inspected and repaired per Schempp-Hirth Mandatory Bulletin No. DCS/6a, is a terminating action to this AD.

Compliance: Before further flight.

Effective Date: DCA/SH/32 – 12 September 2003
DCA/SH/32A – 9 October 2003
DCA/SH/32B – 30 June 2005

DCA/SH/33 Nimbus Service Life - Inspection

Applicability: Model Nimbus 3DT

Requirement: To extend the service life to 12000 hours, accomplish the following;

Amend the maintenance manual and implement inspection program per Schempp-Hirth TN 847-8.

(LBA 2002-357 refers)

Compliance: Amend manual by 31 December 2003. Initiate inspection by 6000 hours TTIS until a maximum of 12000 hours TTIS.

Effective Date: 25 September 2003

DCA/SH/34 Elevator Mass Balance – Inspection

Applicability: Ventus 2a & Ventus 2b, S/N 1,2,31,32,48,54, 71,117,124 through 151 & 153, and all S/Ns that have incorporated SB 349-42 or 349-27 and are fitted with new tail unit.

Discus 2a & Discus 2b, S/N 1 through to 185 and 187 though to 189.

Requirement: To prevent failure of the elevator mass balance weight, which may liberate pieces of lead and restrict the movement of the elevator, accomplish the following;

1. Inspect the elevator mass balances for security per Schempp-Hirth TN 349-28, 360-20 or 863-8 as applicable to glider type.

2. Remove elevator and modify attachment of mass balance per applicable TN. Re-install elevator and check for full and free movement, and correct deflections.
(LBA AD 2003-280 refers)

Compliance: 1. Before next flight unless already accomplished.
2. Before further flight if loose balance weight detected, or by 31 January 2004 whichever occurs first.

Effective Date: 30 October 2003

DCA/SH/35 Duo Discus Wing Spar - Inspection

Applicability: Duo Discus S/N 1 through 164.

Requirement: To detect failure of the bond between the spar cap and web, which could lead to in-flight failure of the wing, inspect upper spar cap and web per Schempp-Hirth Technical Note No 396-9.
(AD D-2004-084 refers)

Compliance: Before 28 May 2004.

Effective Date: 25 March 2004

DCA/SH/36A Elevator Control System – Inspection

Note: This AD supersedes DCA/SH/36 to revise the LBA AD reference with no change to the AD requirement.

Applicability: Model Janus, Janus B, Janus C and Janus Ce gliders, S/N 1 though to 307
Model Nimbus-3D gliders, S/N 1, 1/3, 2 through to 14
Model Janus CM gliders, S/N 1 through to 37
Model Janus CT gliders, S/N 1 through to 22
Model Nimbus-3DT gliders, S/N 1 through to 63
Model Nimbus-3DM gliders, S/N 1 through to 27

Requirement: To prevent elevator control failure, accomplish the following:

1. Inspect the stick control attachments in the front and aft seat for cracks and damage per Schempp-Hirth Technical Note No. 295-30 / 373-9 / 809-16 / 847-9 all dated 27 September 2004 as applicable.

2. Modify the outer attachments of the stick control in the front and aft seat per TN No. 295-30 / 373-9 / 809-16 / 847-9 as applicable.
(LBA AD D-2004-495R1 refers)

Compliance: 1. Before further flight unless previously accomplished.

2. At the next annual inspection unless previously accomplished.

Effective Date: DCA/SH/36 - 24 February 2005
DCA/SH/36A - 25 March 2010

DCA/SH/37 Horizontal Stabilizer – Inspection

Applicability: Ventus 2c aircraft, S/N 1 to 51.
Ventus 2cT aircraft, S/N 1 to 49.
Ventus 2cM aircraft, S/N 1 to 73.

Requirement: Inspect the horizontal stabilizer on the upper side of the leading edge, per Schempp-Hirth TN 349-29/825-34 and modify if necessary, per TN 349-29/825-34.
(LBA AD D-2005-136 refers)

Compliance: At next scheduled annual inspection or by 31 December 2005, whichever occurs first.

Effective Date: 26 May 2005

DCA/SH/38 Flap Drive Mechanism - Modification

Applicability: Model Nimbus-2C aircraft, S/Ns 166, 177 through 181 and 185 through 236, and
All model Mini Nimbus-HS7, Nimbus B and Mini Nimbus C aircraft.

Requirement: To prevent failure in the flap actuating circuit which could result in reduced controllability of the aircraft, modify the flap drive per Schempp-Hirth Technical Note (TN) No. 286-35 / No. 328-13 and drawing no. 10.065/3 for Nimbus-2C aircraft and drawing no. HS7 - 10.083/1 for Mini Nimbus HS7, Mini Nimbus B and Mini Nimbus C aircraft.
(LBA AD D-2005-239 refers)

Compliance: Within the next 100 hours TIS or by 31 December 2005, whichever is the sooner.

Effective Date: 29 September 2005

DCA/SH/39 Control Support Bearing – Inspection

Applicability:

Ventus a	All S/Ns
Ventus b and bT	All S/Ns
Ventus c, cT and cM	All S/Ns

Requirement: To prevent separation of the control attachment bearing from the fuselage shell, which may lead to loss of control, accomplish the following:

1. Inspect the control attachment bearing support structure per part 1 Schempp-Hirth TN 349-30 /825-35.

2. Modify bearing support structure by reinforcing with extra glass-fibre laminations per part 2 of TN 349-30 /825-35.
(LBA AD D-2005-375 refers)

Compliance:
1. Before further flight, unless already accomplished.
2. Within 100 hours TIS.

Effective Date: 27 October 2005

DCA/SH/40 Engine Mounting Structure – Inspection

Applicability: Model Ventus-2cT aircraft, S/Ns 1 to 179.
Model Discus-2T aircraft, S/Ns 1 to 40.
Model Discus-2cT aircraft, S/Ns 1 to 30.

Requirement: To detect cracks in the engine mounting structure and prevent structural failure, accomplish the following:

1. Inspect the engine mounting structure, per Schempp-Hirth Technical Note (TN) 825-38 for Ventus-2cT aircraft, or Schempp-Hirth Technical Note (TN) 863-13 for Discus-2T and Discus-2cT aircraft. If cracked, replace the engine mounting structure, per TN 825-38 for Ventus-2cT aircraft, or TN 863-13 for Discus-2T and Discus-2cT aircraft, before further flight.

2. Install spacers between the engine rubber mounts and the mounting structure, per TN 825-38 for Ventus-2cT aircraft, or TN 863-13 for Discus-2T and Discus-2cT aircraft.
(EASA AD 2006-0227-E refers)

Compliance:
1. Before first flight of the day.
2. Within the next 100 hours TIS or by 31 December 2006, whichever is the sooner.

Effective Date: 2 August 2006

DCA/SH/41 Engine Extension/Retraction Mechanism – Inspection

Applicability: Model Ventus 2cM powered gliders, S/N 200 through to 225.

Requirement: To prevent failure of the engine extension/retraction mechanism due to possible loosening of the fuselage attachment bolts which could result in structural damage and loss of aircraft control, accomplish the following:

1. For aircraft S/N 200 through to 219:

Inspect the front attachment of the engine extension/retraction mechanism per Schempp-Hirth Technical Note 825-47 dated 19 December 2008 or later approved revisions.

If the attachment is found loose, replace the bolts per TN 825-47 before further flight.

2. For aircraft 220 through to 225:

Replace the bolts of the front attachment on the engine extension/retraction mechanism per TN 825-47.

Note: Accomplish the requirements of this AD in accordance with Schempp-Hirth Technical Note No. 825-47 dated 19 December 2008 or later approved revisions.

(EASA AD 2009-0034 refers)

Compliance:
1. Before the next engine operation and by 26 March 2009 replace the bolts of the front attachment on the engine extension/retraction mechanism per TN 825-47 unless already accomplished.

2. Before the next engine operation or by 26 March 2009 whichever is the sooner.

Effective Date: 26 February 2009

DCA/SH/42 Elevator & Rudder Dynamic Balance – Inspection

Applicability: Model Janus C gliders, S/N 87 through 252, and 254 through 267 fitted with an enlarged fin/rudder assembly per Technical Note (TN) No.295-25 dated 28 June 1994 and not fitted with a stiffer horizontal stabilizer of Janus CE.

Model Janus CT powered gliders, S/N 1 through 6 fitted with an enlarged fin/rudder assembly per Modification Bulletin (MB) No.809-18 dated 08 April 1992 and not fitted with a stiffer horizontal stabilizer of Janus CE.

Note 1: This AD is not applicable to aircraft fitted with with the original smaller fin/rudder unit assembly.

Requirement: To prevent dynamic imbalance of the elevator and rudder due to possible incorrect mass balance weights which could result in flutter during high speed flight, accomplish the following:

1. Amend the aircraft maintenance manual per Schempp-Hirth Technical Notes No. 809-18 at original issue dated 27 October 2008 or later approved revisions for Janus CT aircraft, and Schempp-Hirth Technical Notes No. 295-32 at original issue dated 27 October 2008 or later approved revisions for Janus C aircraft.
2. Inspect the balance weights of the elevator and rudder surfaces and the hinge moments per TN No.809-18 or TN No.295-32 as applicable.

Note 2: An inspection of the aircraft logbooks is acceptable to satisfy the requirements of this AD if the rudder and elevator balancing weights and hinge moments can be determined to be correct from that review.
(EASA AD 2009-0054 refers)

Compliance:
1. By 6 April 2009.
2. By 26 April 2009.

Effective Date: 26 March 2009

DCA/SH/43 Starter Ring Gears – Inspection

Applicability: Model Ventus-2cM aircraft, S/N all through 136 fitted with a Solo 2625-01 engine with no slip clutch and a starter ring gear with lightening holes.

Model Nimbus-4DM aircraft, S/N all through 56 fitted with engine a Solo 2625-02 engine with no slip clutch and starter ring gear with lightening holes.

Model Nimbus-4M aircraft, S/N all through 17 fitted with a Solo 2625-02 engine with no slip clutch and a starter ring gear with lightening holes.

Requirement: To prevent failure of the starter ring gear due to possible cracks, accomplish the following:

Inspect the starter ring gear per paragraph “Action 1” of Schempp-Hirth Technical Note (TN) No. 825-49 / 868-20.

If no cracks are found repeat the starter ring gear inspection per paragraph “Action 1” of TN No. 825-49 / 868-20 at every daily inspection and amend the AFM with the updated pages per paragraph “Action 1” of TN No. 825-49 / 868-20.

If any cracks are found on the starter ring gear, replace with a new starter ring gear without lightening holes per paragraph “Action 2” in TN No. 825-49 / 868-20, and remove the updated pages in the AFM pages if they were introduced by “Action 1” of TN No. 825-49 / 868-20.

Note 1: The daily inspection may be accomplished by amending of the AFM with the updated pages per paragraph “ACTION 1” of TN No. 825-49 / 868-20 and adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 2: The installation of a new starter ring gear without lightening holes per paragraph "Action 2" of TN No. 825-49 / 868-20 is a terminating action to the daily repetitive inspection requirement of this AD.

Note 3: Schempp-Hirth TN No. 825-49 / 868-20 dated 8 February 2010 and later EASA approved revisions is acceptable for compliance with the requirements of this AD. (EASA AD 2010-0039-E refers)

Compliance: Before further flight and thereafter at every daily inspection until the installation of a new starter ring gear without lightening holes.

Effective Date: 15 March 2010

DCA/SH/44 Life Limit – Extension and Supplemental Maintenance

Applicability: Model Nimbus-3D gliders, all S/N

Requirement: Results of fatigue tests carried out on wing spar sections have demonstrated that the life limit of GFRP/CFRP gliders may be extended to 12000 hours TTIS subject to a supplemental inspection programme. To extend the life limit of affected gliders, accomplish the following:

1. Amend the aircraft Maintenance Manual and introduce the supplements per Schempp-Hirth Technical Note No. 373-8 dated 20 December 1999.
2. Inspect the aircraft per a manufacturer approved inspection programme and TN No. 373-8.

Note: The actions of this AD must be accomplished per the instructions in Schempp-Hirth Technical Note No. 373-8 dated 20 December 1999.
(LBA AD 2000-075 refers)

Compliance: 1. At 6000 hours TTIS or at the next annual inspection whichever occurs sooner, unless previously accomplished.
2. At the limits specified in the amended aircraft maintenance manual per requirement 1 of this AD.

Effective Date: 25 March 2010

DCA/SH/45 Engine Pylon – Inspection

Applicability: Ventus cT powered gliders, all S/N, Ventus-2cT powered gliders, S/N 1 through to 183, Discus bT powered gliders, all S/N, Discus-2T powered gliders, S/N 1 through to 40, Discus-2cT powered gliders, S/N 1 through to 35, and
Not fitted with a new modified engine pylon P/N M03RT841.

Requirement: To prevent engine pylon failure due to possible cracks in the pylon which could result in aircraft damage, accomplish the following:

AFM Amendment: Replace the daily inspection pages in the AFM per the instructions in SCHEMPP-HIRTH Technical Notes (TN) 825-51 original issue or revision 1 for Ventus cT and Ventus-2cT gliders, or per the instructions in SCHEMPP-HIRTH Technical Notes (TN) 863-20 P original issue or revision 1 for Discus bT, Discus-2cT and Discus-2T gliders, or later approved revision of these documents. Advise the aircraft pilot of the AFM amendment and the daily pylon inspection requirement introduced by this AD.

Pylon Replacement: If any damage or cracks are found in the engine pylon during the daily inspection, replace the engine pylon before further flight with pylon P/N M03RT841 per the instructions in SCHEMPP-HIRTH TN 825-39 for Ventus-2cT gliders, per the instructions in TN 825-52 for Ventus cT gliders, per the instructions in TN 863-14 for Discus-2T and Discus-2cT gliders, and per the instructions in TN 863-21 for Discus bT gliders or later approved revision of these documents.
(EASA AD 2011-0146 refers)

Compliance: Amend the AFM by 31 September 2011 unless previously accomplished, and thereafter inspect the engine pylon per the requirements introduced in the AFM until the pylon is replaced with P/N M03RT841.

Effective Date: 31 August 2011

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. The link to the NAA website is available on the CAA website at http://www.caa.govt.nz/airworthiness-directives/states-of-design/
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

2013-0012 Cancelled – EASA AD 2013-0054 refers

Effective Date: 19 March 2013

2013-0054 AFM and Maintenance Manual - Amendment

Applicability: Nimbus-4DT powered gliders, S/N 10 through to 15.
Duo Discus T powered gliders, S/N 1 through to 240.
Arcus T powered gliders, S/N 1, and 3 through to 30.

Effective Date: 19 March 2013

2014-0042 Airbrake – Modification

Applicability: Arcus T powered gliders, S/N 1 through to 40.

Effective Date: 7 March 2014

2015-0139R1 Air Brake Bellcrank – Inspection

Applicability: Duo Discus gliders, S/N 1 through to 639.
Duo Discus C gliders, all S/N.
Duo Discus T powered gliders, S/N 1 through to 110, and S/N 112 through to 247.
Nimbus-4D gliders, S/N 1 through to 15.
Nimbus-4DT powered gliders, S/N 1 through to 16.
Nimbus 4DM powered gliders, S/N 1 through to 12, and S/N 14 through to 75.

Effective Date: 24 July 2015

2015-0140 (Correction) Air Brake Bellcrank – Inspection

Applicability: Arcus gliders, S/N 1 through to 9.
Arcus T powered gliders, S/N 1 through to 12, and S/N 15 through to 31.
Arcus M powered gliders, S/N 1 through to 46.

Effective Date: EASA AD 2015-0140 - 29 July 2015
EASA AD 2015-0140 (Correction dated 16 July 2015) - 29 July 2015

2016-0027R1 Air Brakes – Inspection

Applicability: Discus-2a, Discus-2b, Discus-2c gliders,
Ventus-2a, Ventus-2b and Ventus-2c gliders, and
Discus-2T, Discus-2cT, Ventus-2cT and Ventus-2cM powered gliders.

Affected glider S/Ns are listed in Schempp-Hirth Flugzeugbau GmbH Technical Note (TN) 349-39, 360-29, 825-55 and 863-22 (published as a single document).

Effective Date: EASA AD 2016-0027 - 23 February 2016
EASA AD 2016-0027R1 - 2 March 2016

*** 2017-0167-E Cancelled – Refer AD Schedule for HPH Glasflugel gliders**

Effective Date: 18 April 2019

*** 2019-0079 Air Brake Control – Inspection**

Applicability: Ventus c, Ventus cT and Ventus cM gliders, all S/N.

Effective Date: 18 April 2019