Airworthiness Directive

AD No.: 2020-0063

Issued: 18 March 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

SCHEMPP-HIRTH FLUGZEUGBAU GmbH

Type/Model designation(s):

Ventus-2 sailplanes and powered sailplanes

Effective Date: 01 April 2020

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

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Flaperon Control – Inspection / Replacement

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Manufacturer(s):

Schempp-Hirth Flugzeugbau GmbH

Applicability:

Ventus-2a, Ventus-2b and Ventus-2c sailplanes, all serial numbers (s/n), and Ventus-2cM and Ventus-2cT powered sailplanes, all s/n.

Definitions:

For the purpose of this AD, the following definitions apply:

The TN: Schempp-Hirth Technical Note (TN) No. 349-42 / 825-57 Revision 2 and associated Working Instruction.

Reason:

Severe corrosion has been found on the inboard flaperon actuation push rod of some sailplanes. Subsequent investigation determined that, when water ballast is dumped in flight, some water may be sucked into the wing upper side and enter the wing via the flaperon push rod. Intruding water may cause corrosion especially on the ball bearing connecting the flaperon push rod to the bell crank inside the wing.

This condition, if not detected an corrected, could lead to hard steering (when the ball bearing is damaged) or increased play (when the ball bearing has failed), possibly resulting in reduced control of the (powered) sailplane.

To address this potential unsafe condition, Schempp-Hirth Flugzeugbau GmbH issued the TN to provide inspection and replacement instructions.

For the reason described above, this AD requires repetitive inspections of the affected parts, as identified in the TN, and, depending on findings, replacement with serviceable parts.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within 90 days after the effective date of this AD and, thereafter, during each annual inspection, accomplish an inspection of the affected parts of the flaperon control in the wings in accordance with the instructions of the TN.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any discrepancies are detected, as identified in the TN, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the TN.

Terminating Action:

(3) None.

Ref. Publications:

Schempp-Hirth TN 349-42 / 825-57 Revision 2 dated 24 February 2020.

The use of later approved revisions of the above-mentioned 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: Schempp-Hirth Flugzeugbau GmbH, Krebenstr. 25, 73230 Kirchheim/Teck, E-mail: info@schempp-hirth.com.