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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-T-108/2004

Datum vydání 15. listopadu 2004

SCHEMPP-HIRTH

Janus, Nimbus-3D, Janus CM, Nimbus-3DT

KLUZÁK - ŘÍZENÍ LETU - OVLÁDÁNÍ VÝŠKOVÉHO KORMIDLA - KONTROLA/MODIFIKACE

Týká se: kluzáků vyrobených firmou Schempp-Hirth, Janus, Janus B, Janus C a Janus Ce (TCDS: 295) - S/No.: 1 až 307, Nimbus-3D (TCDS: 373) - S/No.: 1, 1/3, 2 až 14, Janus CM (TCDS: 809) - S/No.: 1 až 37, Janus CT (TCDS: 809) - S/No.: 1 až 22, Nimbus-3DT (TCDS: 847) - S/No.: 1 až 63, Nimbus-3DM (TCDS: 847) - S/No.: 1 až 27.

Důvod vydání: během letu došlo k prasknutí uchycení ovládání výškového kormidla v zadním pilotním prostoru kluzáku Janus Ce. Kluzák byl i nadále říditelný protože ovládání trimu výškového kormidla je spojeno s nepoškozeným ovládním výškového kormidla (v předním pilotním prostoru).

Datum účinnosti: Ihned po obdržení.

Provést v termínech:

Jak je popsáno v D-2004-495R1 od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle D-2004-495R1 (příloha tohoto PZZ).

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do deníku kluzáku.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Shrbený.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě D-2004-495R1, který nahrazuje D-2004-495 a byl vydán v souladu s Article 10, par. 1 Nařízení EU 1592/2002.

Ing. Pavel MATOUŠEK
ředitel

Airworthiness Directive D-2004-495R1

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Effective Date: November 12, 2004

Schempp-Hirth

Affected:

Kind of aeronautical product: Sailplane and powered Sailplane

Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany

Type: Janus, Nimbus-3D, Janus CM and Nimbus-3DT

Models and Serial numbers affected:

- Janus, Janus B, Janus C and Janus Ce (TCDS: 295)
- S/No.: 1 up to 307
- Nimbus-3D (TCDS: 373)
- S/No.: 1, 1/3, 2 up to 14
- Janus CM (TCDS: 809)
- S/No.: 1 up to 37
- Janus CT (TCDS: 809)
- S/No.: 1 up to 22
- Nimbus-3DT (TCDS: 847)
- S/No.: 1 up to 63
- Nimbus-3DM (TCDS: 847)
- S/No.: 1 up to 27

German Type Certificate No.: 295, 373, 809 and 847

Subject:

Flight Controls – Elevator control system

Reason:

On a Janus Ce a break of the attachment of the elevator control in the rear seat occurred in flight. The sailplane was further reasonable flyable because the elevator trim system is connected with the undamaged elevator control.

Action/Compliance:

The following actions must be performed:

a) Before the next flight:

Inspection of the attachments of the stick control in the front and aft seat for cracks and damage – if necessary:
Modification of the attachments

b) Before the next annual inspection, but not later than March 31, 2005:

Modification of the outer attachments of the stick control in the front and aft seat, if not already has been done.

The Actions must be accomplished in accordance with the instructions given in the Service Bulletin.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 295-30 / 373-9 / 809-16 / 847-9 dated September 27, 2004 which becomes herewith part of this AD and can be obtained from Messrs.:

Schempp-Hirth
Flugzeugbau GmbH
Postfach 14 43
D- 73222 Kirchheim / Teck
Federal Republic of Germany
Phone: ++ 49 7021 7298-0 Fax: ++ 49 7021 7298-199
www.schempp-hirth.com info@schempp-hirth.com

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

LTA's / AD's and Technical Notes are published on the internet at <http://www.lba.de>

Holders of affected aircraft registered in Germany have to observe the following:

Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

Note: This AD supersedes the AD-No. D-2004-495 dated November 12, 2004.

EASA-Approval

This Airworthiness Directive has been issued in accordance with Article 10, paragraph 1, of the EU-Regulation No. 1592/2002 of 15 July 2002