

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-119/1999

Datum vydání: 26. listopadu 1999

KLUZÁK - OVLÁDÁNÍ AERODYNAMICKÝCH BRZD - KONTROLA/VÝMĚNA

Týká se: kluzáků Standard Cirrus, Standard Cirrus B, CS 11-75L, G, TOP, B TOP vyrobených firmou Schempp-Hirth, všech výrobních čísel.

Důvod vydání: objeveny případy prasknutí kulového kloubu v uzlu ovládání aerodynamických brzd.

Datum účinnosti: 30. prosince 1999.

Provést v termínech: Jak je popsáno v LBA AD 79-051/4 (příloha tohoto PZZ).

Postup provedení prací: Dle pokynů v LBA AD 79-051/4.

Poznámky: Provedení tohoto PZZ musí být zapsáno do deníku kluzáku. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. V. Příhoda. Pokud to vyžaduje povaha tohoto PZZ musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy kluzáku. Tento PZZ byl vypracován na základě LBA AD 79-051/4, který nahrazuje LBA AD 79-051/3.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

LBA AD 79-051/4

Schempp-Hirth Effective Date: August 29, 1996

Affected sail- and powered sailplanes:

German Type Certificate No.: 278

Standard Cirrus

Standard Cirrus B

Standard Cirrus CS 11-75L

Standard Cirrus G

- S/No's.: all (* also S/No.'s having at their end the suffix "G", which is marked, when the sailplane was manufactured by Grob)

German Type Certificate No.: 865

Standard Cirrus TOP

Standard Cirrus B TOP

- S/No's.: all (* also S/No.'s having at their end the suffix "G", which is marked, when the sailplane was manufactured by Grob)

Subject:

Ball joints on airbrake actuating lever inside the fuselage

- possibility of fatigue fractures

- Modification of the lever facing flank

Reason:

On several sail- and powered sailplanes with a great number of fixing hours a fatigue fracture of a ball joint on the air brake drive lever in the fuselage occurred. The thread on ball joints from current production (by Messrs. L'Hotellier) is slightly shorter and starts only 2.5 mm (0.10 in) below the collar. Connecting the swivel joint is no longer possible unless a minor alternation of the airbrake actuating lever is carried out.

Actions:

1) Exchange of ball joints

2) Adding some pages into the AFM

3) Modification of airbrake actuating lever into the fuselage

Compliance:

Action 1 & 2:

- at latest when reaching 500 hours time in service if not already has been performed
- repeat this exchange after every 500 hours time in service
- Sailplanes and powered Sailplanes with more than 500 hours time in service during the next annual inspection, but not later than August 31, 1996.

Action 3:

On the next periodical exchange of the ball joints.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 278-23 dated January 1979 and it's supplementary issue dated March 26, 1993 which becomes herewith part of this AD end may be obtained from

Messrs.

Schempp-Hirth Flugzeugbau GmbH

P.O. Box 14 43

D-73222 Kirchheim unter Teck

Federal Republic of Germany

Accomplishment and log book entry:

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

Note:

This AD supersedes the LTA-Nr. 79-051/3, dated July 04, 1996.