



ÚŘAD PRO CIVILNÍ LETECTVÍ  
ČESKÁ REPUBLIKA  
**Sekce technická**  
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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: D- 2005-136**

Datum účinnosti: 22. dubna 2005

**Schempp-Hirth**

Ventus a, Ventus bT,  
modely Ventus -2c, -2cT, -2cM

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Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

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*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.



## Airworthiness Directive

**D-2005-136**

## Luftfahrt-Bundesamt

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

**Effective Date: 22 April, 2005**

### Schempp-Hirth

#### **Affected:**

Kind of aeronautical product:	Sailplane and powered Sailplane
Manufacturer:	Schempp-Hirth, Kirchheim/Teck, Germany
Type:	Ventus a and Ventus bT
Models and Serial numbers affected:	Ventus-2c (TCDS: 349) - S/No. 1 up to 51
	Ventus-2cT (TCDS: 825) - S/No. 1 up to 49
	Ventus-2cM (TCDS: 825) - S/No. 1 up to 73
German Type Certificate No.:	349 and 825

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#### **Subject:**

Horizontal stabilizer – Damages on the upper side of the leading edge

#### **Reason:**

Three horizontal stabilizers damaged during landing accidents showed on the upper side of the leading edge hollow parts between the outer laminate and the inner reinforcement.

#### **Action:**

Inspect the Horizontal stabilizer on of the upper side of the leading edge and perform a modification, if necessary. The Actions must be accomplished in accordance with the instructions given in the Schempp-Hirth Technical Note No. 349-29 / 825-34 dated 20 January 2005.

#### **Compliance:**

The action must be done during the next annual inspection, but not later than 31 December 2005.

#### **Technical publication of the manufacturer:**

Schempp-Hirth Technical Note No. 349-29 / 825-34 dated 20 January 2005 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

#### **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.

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!

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.

**EASA-Approval:**

Approved by EASA under Approval-No. 2005-3739 on 22 April 2005.