



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: D-2005-375

Datum účinnosti: 28. září 2005

Schempp-Hirth

modely Ventus a, Ventus bT

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.

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 zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.



Airworthiness Directive

D-2005-375

Luftfahrt-Bundesamt

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

Schempp-Hirth

Effective Date: 28 September 2005

Affected:

Kind of aeronautical product: Sailplane and powered Sailplane
Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany
Type: Ventus a and Ventus bT
Models affected: Ventus-c (with fuselage b), Ventus-cT and Ventus-cM
Serial numbers affected: all
German Type Certificate No.: 349 and 825

Subject:

Fuselage / Flight Controls – Bearing of the automatic control attachment

Reason:

On a Ventus c in flight the bearing of the automatic control attachment separated from the fuselage port shell.

Action/Compliance:

The following actions must be performed:

- a) Before the next flight:
Inspection of the fixed seat of the bearing of the automatic control attachment. If the bearing of the automatic attachment is flexible or separated from the fuselage shell, ask the manufacturer for a repair instruction.
- b) Before the next annual inspection, but not later than March 31, 2006:
Checked bearing according action a) must be modify.

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. 349-30 / 825-35 dated 20 September 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.

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 the European Aviation Safety Agency (EASA) under approval number 2005-6345 on 28.09.2005.

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!