



ÚŘAD PRO CIVILNÍ LETECTVÍ

SEKCE TECHNICKÁ

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2009-0054

Datum účinnosti: 20. března 2009

**SCHEMPP-HIRTH Flugzeugbau GmbH
Janus C - kluzák, Janus CT - motorový kluzák**


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.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009- 0054</p> <p>Date: 06 March 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Type Approval Holder's Name :		Type/Model designation(s) :
SCHEMPP-HIRTH Flugzeugbau GmbH		Janus C sailplanes and Janus CT powered-sailplanes
TCDS Number : Germany - Nos. 295/SP and 809/PS		
Foreign AD : Not applicable		
Supersedure : None		
ATA 27,55	Horizontal and Vertical Stabilizers – Balance weights and Hinge Moments of the Elevator and Rudder – Inspection / Check	
Manufacturer(s):	SCHEMPP-HIRTH Flugzeugbau GmbH	
Applicability:	<p>Janus C sailplanes with serial number (s/n) from 87 through 252 inclusive, and from s/n 254 through 267 inclusive, when modified with enlarged fin/rudder unit per Technical Note (TN) No.295-25 dated 28 June 1994 <u>and not equipped</u> with a stiffer horizontal stabilizer of Janus CE, and</p> <p>Janus CT powered-sailplanes with s/n from 1 through 6 inclusive, when modified with enlarged fin/rudder unit per Modification Bulletin (MB) No.809-18 dated 08 April 1992 <u>and not equipped</u> with a stiffer horizontal stabilizer of Janus CE.</p> <p>Remark: Sailplanes equipped with the original smaller fin/rudder unit are not concerned by this Airworthiness Directive.</p>	
Reason:	<p>In 1999, a Janus-type sailplane experienced, during a high-speed flight, a flutter incident - caused by a dynamically unbalanced condition - that has been attributed to an incorrect mass balancing requirement of the elevator. The induced elevator flutter resulted in substantial damage to the vertical fin. The Germany's Luftfahrt-Bundesamt responsively issued Airworthiness Directive (AD) 1999-265 to address that condition and require installing heavier elevator balance weights.</p> <p>However, Modification Bulletin No.809-18 (for Janus CT) and Technical Note No.295-25 (for Janus C), previously and respectively published in 1992 and 1994 and optionally introducing an enlarged fin/rudder unit and/or a stiffer horizontal stabilizer, never incorporated in their accomplishment instructions</p>	

	<p>the new elevator balancing weights as required by AD 1999-265. As a result, some sailplanes or powered sailplanes modified after the AD 1999-265 issue date and only incorporating the fin/rudder unit can have inconsistent maintenance data and have unintentionally reverted to the older and lighter elevator balance weights.</p> <p>Also some Janus C sailplanes modified according to AD 1999-265 after the modification according Technical Note No. 295-25 can have inconsistent maintenance data and wrong mass balance of the rudder.</p> <p>For the reason described above, this new AD requires updating the maintenance data and checking the hinge moments and balancing weights of the elevator and rudder surfaces.</p>
Effective Date:	20 March 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 10 days after the effective date of this AD, update the Maintenance Manual as instructed in the paragraph 'Action' of the Technical Note No.809-18 for Janus CT sailplanes and Technical Note No.295-32 for Janus C sailplanes.</p> <p>(2) Within 30 days after the effective date of this AD, make sure that the balancing weights of the elevator and rudder surfaces and their hinge moments are correct as instructed in the paragraph 'Action' of the Technical Note No.809-18 for Janus CT sailplanes and Technical Note No.295-32 for Janus C sailplanes.</p> <p>A review of the maintenance records along with any other applicable data can satisfy this requirement if the rudder and elevator balancing weights and hinge moments can be positively determined to be correct from that review.</p>
Ref. Publications:	<p>SCHEMPP-HIRTH Technical Notes No. 295-32 and No. 809-18 both at original issue dated 27 October 2008.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>LBA AD 1999-265 dated 6 July 1999, SCHEMPP-HIRTH Technical Note No. 295-25 original issue dated 28 June 1994 and Technical Note 295-27 original issue dated 14 June 1999 (for Janus C sailplanes), and Modification Bulletin No.809-18 original issue dated 08 April 1992, Technical Note No.809-15 original issue dated 30 June 1999 (for Janus CT powered-sailplanes) also pertain to the subject of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 17 February 2009 as PAD 09-040 for consultation until 03 March 2009.No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, EASA Certification Directorate, E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: SCHEMPP-HIRTH, Flugzeugbau GmbH, Kребenstrasse 25, 73230 Kirchheim/Teck, GERMANY Telephone: + 49 (0) 7021-7298317 Facsimile: + 49 (0) 7021-7298199 E-Mail: Krauter@schempp-hirth.com