

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-076/2001

Datum vydání: 22. srpna 2001

## KLUZÁK - PODVOZEK - KONTROLA/VÝMĚNA/MODIFIKACE

**Týká se:** kluzáků vyrobených firmou Schempp-Hirth, Kirchheim/Teck, typu Ventus a, Discus a a Ventus bT, modelů a výrobních čísel (S/N): Ventus-2c - S/N 1 až 66, Discus-2b - S/N 1 až 107, Ventus-2cT - S/N 1 až 72, Ventus-2cM - S/N 1 až 107 a 109.

**Důvod vydání:** při plném stlačení tlumících vzpěr podvozku, se může pneumatika dotknout šroubu na vzpěrách a horizontální spojky vzpěr. Následkem toho může dojít k zatažení jeho ovládacího mechanismu do polohy "ZATAŽENO".

**Datum účinnosti:** 04. října 2001

**Provést v termínech:** Jak je popsáno v LBA AD 2001-259 od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle LBA AD 2001-259 (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do deníku kluzáku. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát – Ing. Shrbený. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě LBA AD 2001-259.

**Ing. Pavel MATOUŠEK**  
**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**  
**Airworthiness Directive 2001-259**  
Effective Date: September 06, 2001

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

**Schempp-Hirth**

**Affected:**

Kind of aeronautical product: Sailplane and Powered Sailplane  
Manufacturer: Schempp-Hirth, Kirchheim/Teck, Germany  
Type: Ventus a, Discus a and Ventus bT  
Models and Serial numbers affected: Ventus-2c - S/N 1 up to 66  
Discus-2b - S/N 1 up to 107  
Ventus-2cT - S/N 1 up to 72  
Ventus-2cM - S/N 1 up to 107 and 109  
German Type Certificate No.: 349, 360 and 825none

**Subject:**

Landing gear

**Reason:**

With the shock struts fully compressed, the tyre may touch the bolts of the strut and also the horizontal cross bar of the aft undercarriage strut. Due to this the undercarriage mechanism will be loaded in the direction of the retracted position.

**Action:**

Inspection, Modification, exchange of components and exchange of pages into the Maintenance Manual in accordance with the Technical Notes of the manufacturer.

**Compliance:**

The action must be accomplished before the next annual inspection - but not later than March 31, 2002.

**Technical publication of the manufacturer:**

Schempp-Hirth Technical Note No. 349-25, No. 360-17 and No. 825-27 all dated July 20, 2001 which becomes herewith part of this AD and may 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

**Accomplishment and log book entry:**

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

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

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

**Instructions about Available Legal Remedies:**

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.

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>*