



## Airworthiness Directive

**AD No.:** 2019-0079

**Issued:** 03 April 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

SCHEMPP-HIRTH FLUGZEUGBAU GmbH

### Type/Model designation(s):

Ventus sailplanes and powered sailplanes

**Effective Date:** 17 April 2019

**TCDS Number(s):** EASA.A.274, EASA.A.301

**Foreign AD:** Not applicable

**Supesedure** None

## ATA 27 – Flight Controls – Air Brake Control – Inspection / Replacement

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### Manufacturer(s):

Schempp-Hirth Flugzeugbau GmbH

### Applicability:

Ventus c, Ventus cT and Ventus cM sailplanes and powered sailplanes, all serial numbers.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The TN:** Schempp-Hirth Technical Note (TN) No. 349-41 / 825-56, Revision 1.

### Reason:

It has been determined that prolonged excessive loads on the automatic connections of the airbrake control system can cause damage to the drive funnels in the fuselage and to the airbrake bell cranks at the root ribs of the wings.

This condition, if not detected and corrected, could lead to uncommanded extraction of the airbrakes and reduced controllability of the sailplane, possibly resulting in damage to the sailplane and injury to occupants.



To address this potential unsafe condition, Schempp-Hirth Flugzeugbau GmbH designed reinforced airbrake drive funnels, and issued TN 349-41 / 825-56, Revision 1 to provide inspection and modification instructions.

For the reasons described above, this AD requires a repetitive inspection of the airbrake system and eventual modification.

### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

#### **Inspections:**

- (1) Within 40 days after the effective date of this AD and, thereafter, at intervals not to exceed 100 flight hours, accomplish concurrently an inspection for damage of the airbrake bell cranks and drive funnels, and an inspection for clearance of the airbrake control system in accordance with the instructions of the TN.

#### **Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as identified in the TN, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the TN.

#### **Modification:**

- (3) Unless already done as required by paragraph (2) of this AD, within 12 months after the effective date of this AD, replace the airbrake drive funnels with the reinforced drive funnels in accordance with the instructions of the TN.

#### **Terminating Action:**

- (4) Accomplishment of the corrective actions on a sailplane as required by paragraph (2) of this AD, or modification of a sailplane as required by paragraph (3) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that sailplane.

### **Ref. Publications:**

Schempp-Hirth Technical Note 349-41 / 825-56, Revision 1 dated 27 March 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

### **Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Schempp-Hirth Flugzeugbau GmbH, Kребenstr. 25, 73230 Kirchheim/Teck,  
E-mail: [info@schempp-hirth.com](mailto:info@schempp-hirth.com)

