



Airworthiness Directive

AD No.: 2022-0229

Issued: 28 November 2022

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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-2a and Ventus-2b sailplanes

Effective Date: 12 December 2022

TCDS Number(s): EASA.A.274

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Airbrake Control – Inspection / Modification

Manufacturer(s):

SCHEMPP-HIRTH FLUGZEUGBAU GmbH (Schempp-Hirth)

Applicability:

Ventus-2a and Ventus-2b sailplanes, all serial numbers (s/n).

Definitions:

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

The TN: Schempp-Hirth Technical Note (TN) 349-43 and associated Working Instruction.

Reason:

It has been determined that permanent 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 on one or both wings, possibly resulting in reduced control of the sailplane.

To address this potential unsafe condition, Schempp-Hirth issued the TN to provide inspection and modification instructions.



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

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 40 days after the effective date of this AD and, thereafter, at intervals not to exceed 100 flight hours, inspect the airbrake bell cranks and drive funnels for damage, and inspect the airbrake control system clearance 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 accomplished as required by paragraph (2) of this AD, within 12 months after the effective date of this AD, replace the airbrake bell cranks with reinforced airbrake bell cranks and replace the airbrake drive funnels with reinforced drive funnels in accordance with the instructions of the TN.

Terminating Action:

- (4) Replacement on a sailplane of each airbrake bell crank and drive funnel, as required by paragraph (2) or (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 TN 349-43 dated 09 August 2022.

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. This AD was posted on 24 October 2022 as PAD 22-142 for consultation until 21 November 2022. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

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.

