


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0139R1</b></p> <p><b>Date: 15 July 2015</b></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 EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Design Approval Holder's Name:</b> SCHEMPP-HIRTH FLUGZEUGBAU GmbH</p>	<p><b>Type/Model designation(s):</b> Duo Discus sailplanes Duo Discus T powered sailplanes Nimbus-4 sailplanes and powered sailplanes</p>	
<p>TCDS Number: EASA.A.025, EASA.A.074, EASA.A.063 and LBA 380</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2015-0139 dated 10 July 2015.</p>		
<b>ATA 27</b>	<b>Flight Controls – Air Brake Bellcrank – Inspection / Replacement</b>	
<p>Manufacturer(s):</p>	<p>Schempp-Hirth Flugzeugbau GmbH</p>	
<p>Applicability:</p>	<p>Duo Discus sailplanes, serial numbers (S/N) 1 to 639 inclusive, Duo Discus C sailplanes, all S/N.</p> <p>Duo Discus T powered sailplanes, S/N 1 to 110 inclusive and S/N 112 to 247 inclusive.</p> <p>Nimbus-4D sailplanes, S/N 1 to 15 inclusive, Nimbus-4DT powered sailplanes, S/N 1 to 16 inclusive, Nimbus 4DM powered sailplanes, S/N 1 to 12 inclusive and S/N 14 to 75 inclusive.</p>	
<p>Reason:</p>	<p>Operational experience shows that application of an excessive load on the air brake system may induce damage to the drive funnels in the fuselage and to the air brake bellcrank at the root ribs of the wing.</p> <p>This condition, if not detected and corrected, could lead to an uncontrolled actuation of the air brakes (symmetric or asymmetric), possibly resulting in reduced control of the (powered) sailplane.</p> <p>To address this potential unsafe condition, Schempp-Hirth Flugzeugbau GmbH issued Technical Note (TN) 380-2, 396-17, 868-22 and 890-14 (published as a single document) to provide inspection instructions.</p> <p>Consequently EASA issued AD 2015-0139 to require repetitive inspections of</p>	

	<p>the air brake bellcrank, the air brake drive funnels and the airbrake control system, and replacement of damaged parts.</p> <p>Since that AD was issued, it was found that the drawing number of the reinforced air brake drive funnel was incorrectly stated in the original issue of the Schempp-Hirth TN. The wrongly referred drawing S14FB703 refers to an existing part, different from air brake drive funnel and cannot be installed as a replacement part for air brake drive funnel. Consequently, Schempp-Hirth Flugzeugbau GmbH issued Revision 1 of TN 380-2, 396-17, 868-22 and 890-14, hereafter referenced to as 'the revised TN' in this AD.</p> <p>For the reasons described above, this AD is revised to require using the revised TN.</p>						
Effective Date:	24 July 2015 [same as original issue]						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 40 days after the effective date of this AD, and, thereafter, at intervals not to exceed 100 flight hours, inspect the air brake bellcrank, the air brake drive funnels and the airbrake control system in accordance with the working instructions of the revised TN.</p> <p>(2) Within the compliance time defined in Table 1 of this AD, depending on the finding(s) detected during any inspection, as required by paragraph (1) of this AD, accomplish the actions defined in paragraphs (2.1) and (2.2) of this AD in accordance with the working instructions of the revised TN:</p> <p>(2.1) Replace each air brake bellcrank with a reinforced part corresponding to Schempp-Hirth Flugzeugbau GmbH drawing HS11-50.016 Revision a, or later approved drawings; and</p> <p>(2.2) Replace each air brake drive funnel with a reinforced part corresponding to Schempp-Hirth Flugzeugbau GmbH drawing S14RB703 Revision a, or later approved drawings.</p> <p style="text-align: center;">Table 1 – Replacement time</p> <table border="1" data-bbox="549 1267 1386 1469"> <thead> <tr> <th>Findings</th> <th>Compliance time</th> </tr> </thead> <tbody> <tr> <td>Any crack or damage detected</td> <td>Before next flight</td> </tr> <tr> <td>No crack and no damage detected</td> <td>Within 12 months after the effective date of this AD</td> </tr> </tbody> </table> <p>(3) Replacement of the air brake bellcrank and the air brake drive funnels, as required by paragraph (2) of this AD, constitutes terminating action for repetitive inspections as required by paragraph (1) of this AD.</p> <p>(4) From the effective date of this AD, installation of an air brake bellcrank is allowed, provided the part corresponds to Schempp-Hirth Flugzeugbau GmbH drawing HS11-50.016 Revision a, or later approved drawings.</p> <p>(5) From the effective date of this AD, installation of an air brake drive funnel is allowed, provided the part corresponds to Schempp-Hirth Flugzeugbau GmbH drawing S14RB703 Revision a, or later approved drawings.</p>	Findings	Compliance time	Any crack or damage detected	Before next flight	No crack and no damage detected	Within 12 months after the effective date of this AD
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Ref. Publications:	<p>Schempp-Hirth Flugzeugbau GmbH <a href="#">TN 380-2, 396-17, 868-22 and 890-14 Revision 1</a>, dated 13 July 2015, and the related <a href="#">working instructions</a>, dated 11 May 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						

Remarks:	<ol style="list-style-type: none"><li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li><li>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.</li><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any question concerning the technical content of the requirements in this AD, please contact: Schempp-Hirth Flugzeugbau GmbH, Krehenstrasse 25, 73230 Kirchheim/Teck, Germany Telephone: +49 7021 7298-0, Fax: +49 7021 7298-199 Email: <a href="mailto:info@schempp-hirth.com">info@schempp-hirth.com</a>.</li></ol>
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