



EASA AD No.: 2011-0146		AIRWORTHINESS DIRECTIVE	
		GFA AD 672 issue 1 <i>CANCELLED 13/09/2018 Ref'd</i> Date: 03 August 2011 <i>EASA AD 2011-0146</i> <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 : SCHEMPP-HIRTH Flugzeugbau GmbH		Type/Model designation(s) : Ventus and Discus powered sailplanes	
TCDS Number: EASA.A.301 and EASA.A.050			
Foreign AD: Not applicable			
Supersedure: None			
ATA 54		Nacelles / Pylons – Engine Pylon – Inspection / Replacement	
Manufacturer(s):		SCHEMPP-HIRTH Flugzeugbau GmbH	
Applicability:		Ventus cT powered sailplanes, all serial numbers, Ventus-2cT powered sailplanes, serial numbers 1 to 183 (inclusive), Discus bT powered sailplanes, all serial numbers, Discus-2T powered sailplanes, serial numbers 1 to 40 (inclusive), and Discus-2cT powered sailplanes, serial numbers 1 to 35 (inclusive), except those on which a new engine pylon, Part Number (P/N) M03RT841 with modified engine support is already installed.	
Reason:		It has been reported that small cracks on engine pylons, in the area of the lower engine support, were not detected through the "standard" inspection required by the daily inspection instructions. The cracks were discovered only after having significantly grown. This condition, if not detected and corrected, could lead to an engine pylon failure and consequent damage to the aeroplane or injury to people on the ground. For the reasons described above, this AD requires to replace the daily inspection pages of the Aircraft Flight Manual (AFM) that are describing the engine pylon inspection instructions, to inspect the affected engine pylon area in accordance with those instructions, and the replacement with a newly designed engine pylon in case of findings.	
Effective Date:		31 August 2011	

SIGNED:  CHIEF TECHNICAL OFFICER AIRWORTHINESS		For and on behalf of: © THE GLIDING FEDERATION OF AUSTRALIA	
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