



GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: Ventus a, Ventus a/16.6, Serial no's 1 to 284 inclusive (*);
Ventus b and Ventus b/16.6, Serial no's 2 to 136 inclusive (**);

Ventus bT Serial no's 1 to 9 inclusive (**)

* Action only required if modification has not been done in accordance with LBA AD No 1987-044 of 25 February 1987, which is hereby superseded.

** Sailplanes and powered sailplanes with flap drive modification (see page 01 of the Appendix to the manufacturer's Technical Note) are not affected by this AD.

SUBJECT: Cracking of flap drive. Issue 3 of this AD corrects an omission in Issue 2 by adding Ventus bT to the affected models. Otherwise the content of the AD and the attachments are unchanged.

BACKGROUND: Variations in flap setting were noticed on several sailplanes. Investigation revealed cracking around the weld between the flap drive lever and flap torque tube.

DOCUMENTATION: Luftfahrt-Bundesamt (LBA) Airworthiness Directive No 2001-258 and Schempp-Hirth Technical Note No 349-9 form part of this AD.

ACTION REQUIRED: In accordance with LBA AD 2001-258 and Schempp-Hirth Technical Note No 349-9.

WEIGHT AND BALANCE: Not affected.

IMPLEMENTATION: Before next Form 2 inspection, but in any case before 30 April 2002.

COMPLIANCE: The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.

SIGNED:


SENIOR TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:

THE GLIDING FEDERATION
OF AUSTRALIA INC



**Airworthiness
Directive
2001-258**

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

Schempp-Hirth

Effective Date: September 09, 2001

Affected:

Kind of aeronautical product:
Manufacturer:
Type:
Models and Serial numbers
affected:

Sailplane and Powered Sailplane
Schempp-Hirth, Kirchheim/Teck, Germany
Ventus a and Ventus bT
Ventus a and Ventus a/16.6 (*)
- S/N 1 up to 284

Ventus b and Ventus b/16.6 (**)
- S/N 2 up to 136

Ventus bT (**)
- S/N 1 up to 9

(*) = action only necessary, if modification has not been done in accordance with AD-No. 1987-044 dated February 25, 1987.

(**) = Sailplanes and powered sailplanes with a flap drive modification (see page 01 of the appendix to the Technical Notes of the Manufacturer) are not affected by this AD.

German Type Certificate No.: 349, 825

Subject:

Flap drive inside the fuselage

Reason:

On several sailplanes a change in the setting of the flaps was noticed during rigging. Investigations revealed cracking around the weld between flap drive lever and flap torque tube.

Action:

Modification of the flap torsion drive in accordance with the Technical Notes of the manufacturer.

Compliance:

The action must be done before the next annual inspection - but not later than April 30, 2002.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note No. 349-9 dated January 20, 1987 and July 12, 2001 and No. 825-9 dated July 12, 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.

Note:

This AD supersedes the AD-No. 1987-044 dated February 02, 1987.

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>

SUBJECT: Flap drive inside the fuselage

AFFECTED: Sailplane model „Ventus-a“ (F.R.G. T.C.-No. 349)

model:	Ventus-a	}	S/N. 1 through 284
variants:	Ventus-a/16.6		
	Ventus-b	}	S/N 2 ^o through 136 ^o
	Ventus-b/16.6		

^o refer to action 1 !

URGENCY: Prior to next annual inspection, but not later than
April 30th, 2002

REASON: On several sailplanes a change in the setting of the flaps was noticed during rigging. Investigations revealed cracking around the weld between flap drive lever and flap torque tube.

- ACTIONS:
1. Sailplanes Ventus b and Ventus b/16.6 with a flap drive design according page 01 of the appendix to this technical Note are not affected of action 2.
 2. The reinforcement of the flap torsional drive must be done in accordance with the working instructions given in the appendix to this Technical Note and must comply with the following drawings:

Variant Ventus	Drawing No.	Nomenclature
a, a/16.6	HS8 – 10.084 modification a	Flap torsional drive
b, b/16.6	HS8 – 10.148/1	Reinforcement Flap torsional drive

MATERIAL: Refer to drawing No. HS8-10.084, Part 12 respect. HS8-10.148/1

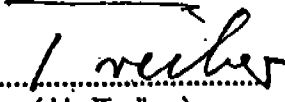
WEIGHT: No change

C/G POSITION: No change

- NOTE:
- 1.) The reinforcement must be carried out by an appropriately authorized repair station – the accomplishment must be entered into the sailplane's log book.
 - 2.) This issue supersedes the issue dated January 20th, 1987

Kirchheim/Teck, June 29, 2001

Issued:


(H. Treiber)

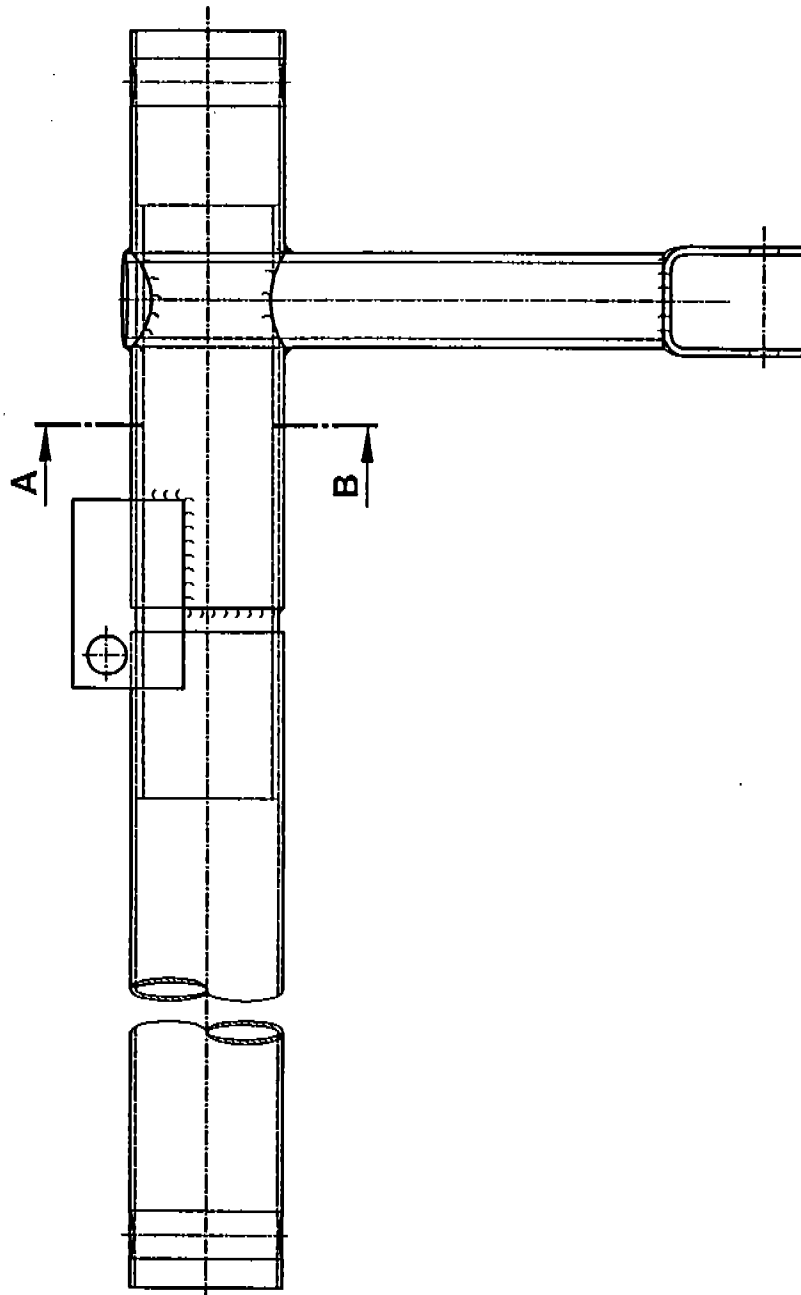
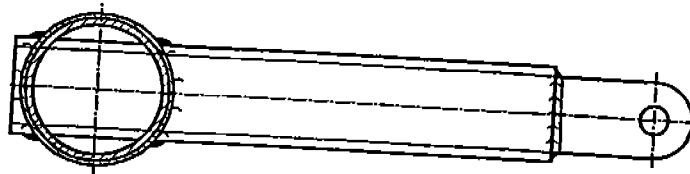
LBA-approved:

The German original has been approved by the
LBA under the date of 12 JUL 2001

and is signed of by Mr. 

The translation into English has been done
by best knowledge and judgement.

Schnitt A-B



WORKING INSTRUCTION

1. a) With the sailplane rigged, set flaps „-1“ or „0“ and mark position on either side of the fuselage.

b) Push flaps down to relieve the force of the gas strut in the fuselage, then remove gas strut stop (cable or fitting) from bellcrank.

c) Disconnect gas strut with its stop (cable or fitting) from flap torsional drive (if necessary for the removal of the mounting bolt, drill a hole into the fuselage skin).
2. Removal of the port part of the torque tube:

a) The torque tube is disconnected by removing the rear lock nut (14 a) and loosening the clamping nut (14 b) – then the hexagonal bolt (10) must be turned out (with nut 14 b held fixed) until the two parts of the torque tube are apart.

b) Pull tube halve apart and remove port part.
3. Weld reinforcements to port torque tube as shown in drawing No. HS8-10.084 Modification “a” respective HS8-10.148/1.
4. Reverse steps to re-assemble flap drive.
5. With the sailplane rigged, adjust the starboard flap such that its setting corresponds with the marking previously applied (see 1. a)

Adjusting the split torque tube is by means of the hexagonal bolt (10).
To turn this bolt (10), the clamping nut (14 b) must be loosened.

The lock nut (14 a) is tightened against the threaded bushing (4) only after the adjustment of the flaps is completed.

