



AIRWORTHINESS DIRECTIVE

Issue 1

TYPES AFFECTED: SCHEMPP HIRTH VENTUS C , SERIAL No. 285,
288 through 290 and 292 through 382.
SCHEMPP HIRTH VENTUS cT, Serial No. 66 and 70 through 112

SUBJECT: Inspection and modification of airbrakes.

BACKGROUND: Overseas experience has shown that insufficient clearance between the airbrake cover-strip and the inboard edge of the wing airbrake cut-out can make airbrake extension difficult or even impossible.

Schempp-Hirth have issued Technical Note No. 349-13 & 825/10 which address the problem.

ACTION: Before 31st December, 1988

Inspect and modify the airbrakes in accordance with Schempp-Hirth Technical Note No. 349-13 or 825/10.

IMPLEMENTATION: Actions 1, 2, 3 and 4 of Schempp-Hirth Technical Note 825/10 and 349-13 to be undertaken by the holder of a DA1109 Glider Inspectors certificate authorised for C. of A. inspection, any type.

ENCLOSURES: Schempp-Hirth Technical Note No. 349-13 and 825/10

COMPLIANCE: The requirements of this A.D. are mandatory. This Directive is issued pursuant to Civil Aviation regulations under the delegated authority of the Civil Aviation Authority.

Issued by: *[Signature]* Chief Technical Officer,
Airworthiness

30.9.88

For and on behalf of: **GLIDING FEDERATION OF AUSTRALIA**

Sheet 1 of 1

Subject : Airbrakes

Affected : Sailplane model "Ventus c",
(F.R.G. Type Certificate No. 04.349 Ventus c),
Ser. No. 285, 288 through 290 and 292 through 382

Urgency : Not later than August 31st, 1988

Reason : Unlocking/extending the airbrakes causes their cover strips to move slightly inwards towards the wing root before they swing up and above the wing surface.

Should the gap on the inboard end - between the cover strip and the inboard edge of the airbrake housing - be too narrow, the cover strip gets jammed and makes the extension of the airbrakes difficult or impossible. Several such incidents have been reported.

Actions : 1. With the sailplane rigged and airbrakes locked it must be checked that the gap on the inboard end between the end of the cover strip and the edge of the recess is at least

1.5 mm (0.06 in.).

If it is less, enlarge accordingly.

2. Round off the lower edge of the cover strip on the inboard end as shown on page 03.

3. If not yet accomplished, install a washer (\varnothing 18 mm/0.71 in.) between the threaded bushing and the lower airbrake plate as shown on page 03.

4. With the sailplane rigged (wing tip extensions removed) and airbrakes locked, check for proper function of the latter:

Have the wing tips raised with a force of about 40 to 50 daN (88 to 110 lb), unlock the airbrakes and extend them slowly. Simultaneously a third helper must inspect the airbrake cover strips on their inboard end. Should they bind or get jammed, enlarge the gap and repeat this check.

Materials : 2 off washers, DIN 9021, OD 18 mm (0.71 in.)

Weight and
C/G position : Not affected

Note : Actions to be accomplished by a skilled person.
Proper accomplishment to be checked and entered
in the sailplane's log by an appropriately licen-
sed inspector.

Kirchheim/Teck, May 11th, 1988

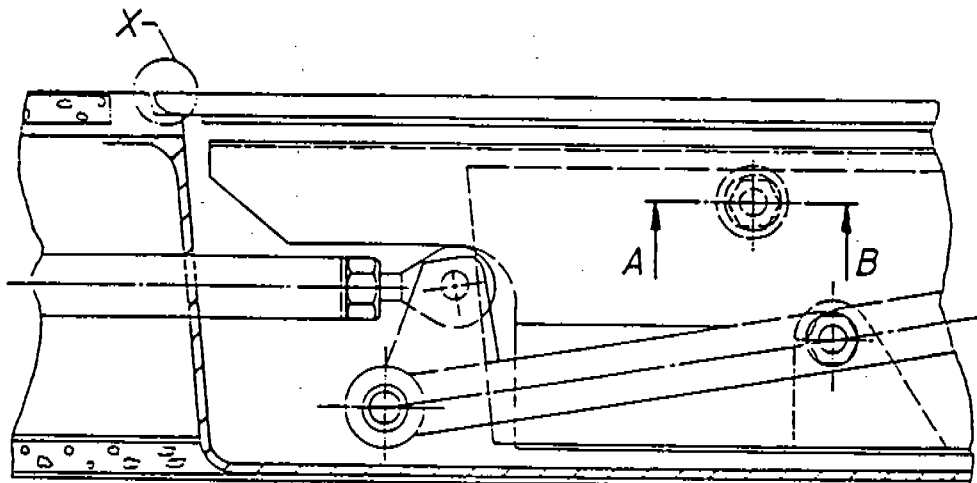
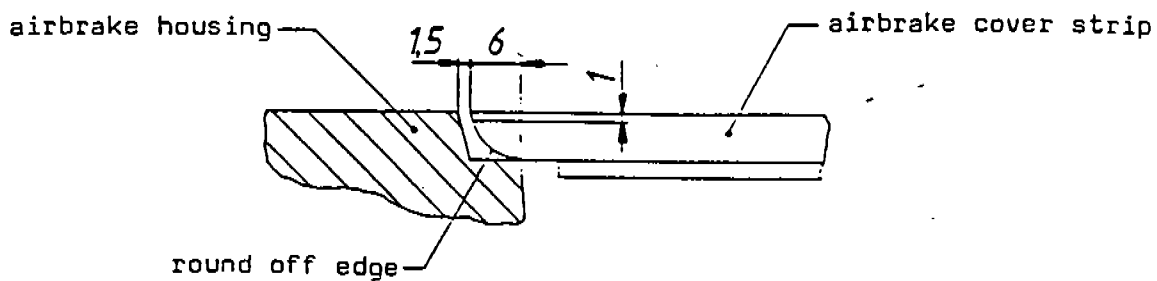
Issued:

(H. Treiber)

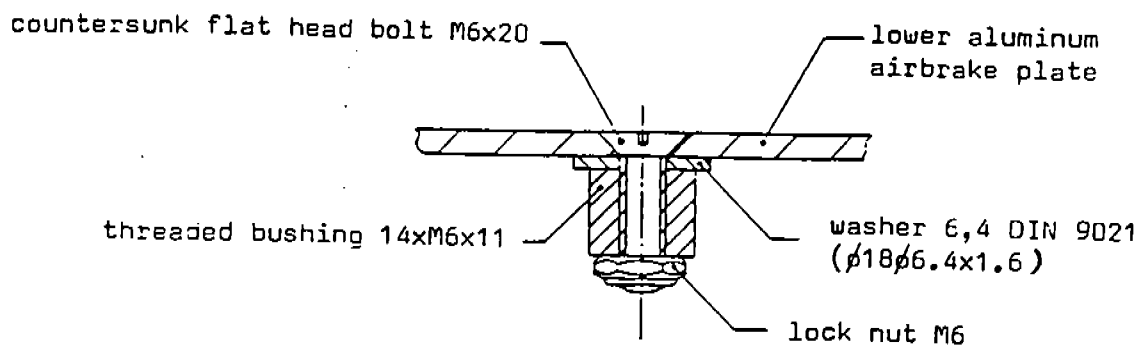
LBA-approved:

The German original of this Technical
Note has been approved by the LBA
under the date of June 1, 1988...
and is signed by Mr. SKOV.....
The translation into English has been
done by best knowledge and judgement.
In any case of doubt the German original
is authoritative.

DETAIL X - SCALE 1 : 1



CROSS SECTION A - B SCALE 1 : 1



Subject : Airbrakes

Affected : Powered sailplane model "Ventus cT",
(F.R.G. Type Certificate No. 05.825 Ventus cT),
Ser. No. 66 and 70 through 112

Urgency : Not later than August 31st, 1988

Reason : Unlocking/extending the airbrakes causes their
cover strips to move slightly inwards towards
the wing root before they swing up and above
the wing surface.

Should the gap on the inboard end - between the
cover strip and the inboard edge of the airbrake
housing - be too narrow, the cover strip gets
jammed and makes the extension of the airbrakes
difficult or impossible. Several such incidents
have been reported.

Actions :

1. With the powered sailplane rigged and airbrakes
locked it must be checked that the gap on the
inboard end between the end of the cover strip
and the edge of the recess is at least

1.5 mm (0.06 in.).

If it is less, enlarge accordingly.
2. Round off the lower edge of the cover strip
on the inboard end as shown on page 03.
3. If not yet accomplished, install a washer
(\varnothing 18 mm/0.71 in.) between the threaded
bushing and the lower airbrake plate as
shown on page 03.
4. With the powered sailplane rigged (wing tip
extensions removed) and airbrakes locked,
check for proper function of the latter:

Have the wing tips raised with a force of
about 40 to 50 daN (88 to 110 lb), unlock
the airbrakes and extend them slowly.
Simultaneously a third helper must inspect
the airbrake cover strips on their inboard
end. Should they bind or get jammed, enlarge
the gap and repeat this check.

Materials : 2 off washers, DIN 9021, 00 18 mm (0.71 in.)

Weight and
C/G position : Not affected

Note : Actions to be accomplished by a skilled person.
Proper accomplishment to be checked and entered
in the powered sailplane's log by an appropriately
licensed inspector.

Kirchheim/Teck, May 11th, 1988

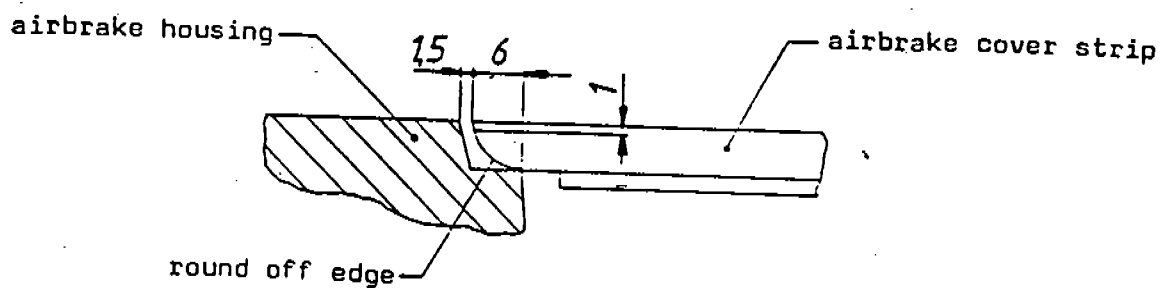
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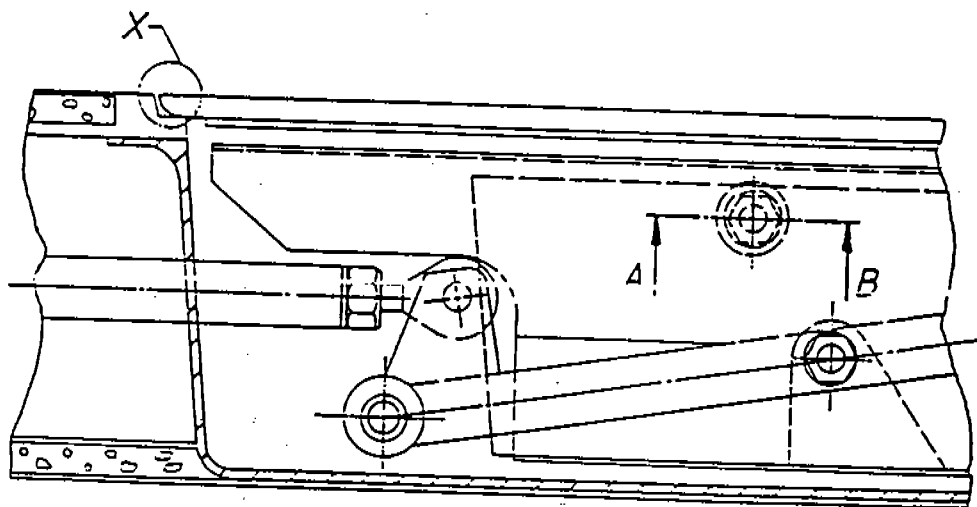
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DETAIL X SCALE 1 : 1



airbrake inboard end



CROSS SECTION A - B SCALE 1 : 1

