

# Airworthiness Directive Schedule

## Gliders

### Schempp-Hirth

26 March 2020

- Notes:**
- This AD schedule is applicable to Schempp-Hirth gliders manufactured under LBA/EASA Type Certificate Numbers:

Aircraft Model:	LBA/EASA TC No:	Aircraft Model:	LBA/EASA TC No:
Arcus	A.532	Mini-Nimbus HS7	328
Arcus M	A.532	Nimbus 2	286
Arcus T	A.532	Nimbus 3DM	847
Cirrus	265	Nimbus-3D	373
Discus a	360 (A.049)	SHK-1	258
Discus b	360 (A.049)	Standard Cirrus	278
Discus CS	SAI 90-01	Standard Cirrus B	278
Discus 2a	360 (A.049)	Ventus a	349 (A.274)
Discus 2b	360 (A.049)	Ventus b	349 (A.274)
Discus 2c	360 (A.049)	Ventus b/16.6	349 (A.274)
Discus 2T	A.50	Ventus bT	825
Duo Discus	396 (A.025)	Ventus c	349 (A.274)
Duo Discus T	890	Ventus cM	825
Janus	295	Ventus cT	825
Janus B	295	Ventus 2a	349 (A.274)
Janus C	295	Ventus 2b	349 (A.274)
Janus Ce	295	Ventus 2cT	825
Janus CM	809		
Mini-Nimbus B	328		

- The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these. State of Design ADs can be obtained directly from the EASA website at <http://ad.easa.europa.eu/>
- The date above indicates the amendment date of this schedule.
- New or amended ADs are shown with an asterisk. \*

## Contents

DCA/SH/1A	Spacer Block Glued Joint - Inspection.....	3
DCA/SH/2	Cancelled - DCA/SH/1A refers.....	3
DCA/SH/3	Cancelled - Purpose fulfilled.....	3
DCA/SH/4	Rudder Control Cable Guide Pulleys - Modification.....	3
DCA/SH/5A	Glued Joint Area Between Bulkhead and Plywood Shell - Inspection.....	3
DCA/SH/7	Trim Handle, Forward Travel Limitation - Modification.....	3
DCA/SH/8	Fuselage Frame - Modification.....	3
DCA/SH/9	Seat – Modification.....	3
DCA/SH/10B	Air Brake Control - Modification.....	4
DCA/SH/11	Elevator Drive Bearing - Inspection.....	4
DCA/SH/12	Elevator Attachment - Inspection.....	4
DCA/SH/13A	Service Life - Inspection.....	4
DCA/SH/14A	Service Life - Inspection.....	5
DCA/SH/15	Flap Control Installation - Inspection.....	5
DCA/SH/16	Elevator, Tailplane, Tail Parachute Installation - Modification.....	5
DCA/SH/17A	Elevator, Drive - Inspection.....	5

DCA/SH/18	Flap Drive - Modification .....	5
DCA/SH/19	Service Life - Inspection.....	6
DCA/SH/20A	Elevator Actuating Rod - Inspection.....	6
DCA/SH/21	Service Life - Inspection.....	6
DCA/SH/22	Service Life - Inspection.....	7
DCA/SH/23A	Horizontal Stabiliser - Inspection .....	7
DCA/SH/24	Service Life - Inspection.....	7
DCA/SH/25	Service Life - Inspection.....	7
DCA/SH/26	Horizontal Stabiliser Mass Balancing - Installation .....	8
DCA/SH/27	Service Life - Inspection.....	8
DCA/SH/28	Flap Torsion Drive - Modification .....	8
DCA/SH/29	Landing Gear Bolt - Inspection .....	8
DCA/SH/30	Elevator Mass Balance - Modification .....	9
DCA/SH/31	Wing Spar - Inspection .....	9
DCA/SH/32B	Wing Structure – Inspection.....	9
DCA/SH/33	Nimbus Service Life - Inspection .....	9
DCA/SH/34	Elevator Mass Balance – Inspection.....	10
DCA/SH/35	Duo Discus Wing Spar - Inspection .....	10
DCA/SH/36A	Elevator Control System – Inspection.....	10
DCA/SH/37	Horizontal Stabilizer – Inspection.....	11
DCA/SH/38	Flap Drive Mechanism - Modification .....	11
DCA/SH/39	Control Support Bearing – Inspection .....	11
DCA/SH/40	Engine Mounting Structure – Inspection .....	12
DCA/SH/41	Engine Extension/Retraction Mechanism – Inspection .....	12
DCA/SH/42	Elevator & Rudder Dynamic Balance – Inspection .....	13
DCA/SH/43	Starter Ring Gears – Inspection.....	13
DCA/SH/44	Life Limit – Extension and Supplemental Maintenance .....	14
DCA/SH/45	Engine Pylon – Inspection .....	14
<p>The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <a href="http://www.caa.govt.nz/airworthiness-directives/states-of-design/">http://www.caa.govt.nz/airworthiness-directives/states-of-design/</a> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.</p>		
2013-0012	Cancelled – EASA AD 2013-0054 refers .....	15
2013-0054	AFM and Maintenance Manual - Amendment.....	15
2014-0042	Airbrake – Modification .....	15
2015-0139R1	Air Brake Bellcrank – Inspection .....	15
2015-0140 (Correction)	Air Brake Bellcrank – Inspection .....	15
2016-0027R1	Air Brakes – Inspection .....	15
2017-0167-E	Cancelled – Refer AD Schedule for HPH Glasflugel gliders.....	15
2019-0079	Air Brake Control – Inspection .....	15
* 2020-0063	Flaperon Control – Inspection.....	16

**DCA/SH/1A      Spacer Block Glued Joint - Inspection**

- Applicability:** All model Standard Austria S and SH
- Requirement:** Inspect the glued joint of the spacer block to the fuselage shell. If any cracks are detected, or if the glued seam is not evenly visible all around the block, or shows any signs of tears, modify per Schempp-Hirth Modification Nr 8 (Drawing Nr 235-A8) before further flight
- Compliance:** Before further flight, and thereafter at intervals not exceeding 50 hours TIS or 6 months whichever is the sooner
- Effective Date:** DCA/SH/1 - 31 August 1970  
DCA/SH/1A - 30 August 1991

**DCA/SH/2      Cancelled - DCA/SH/1A refers****DCA/SH/3      Cancelled - Purpose fulfilled****DCA/SH/4      Rudder Control Cable Guide Pulleys - Modification**

- Applicability:** All model Standard Austria S, SH, SH-1
- Requirement:** Modify per Schempp-Hirth Standard Austria S, SH, SH-1 Revision Nr 10 dated 10 February 1967
- Compliance:** Within the next 10 hours TIS
- Effective Date:** 31 August 1970

**DCA/SH/5A      Glued Joint Area Between Bulkhead and Plywood Shell - Inspection**

- Applicability:** All model SHK-1 and Standard Austria S, SH, SH-1
- Requirement:** Inspect per Schempp-Hirth SHK 1 TN 9 dated 20 January 1969 or Schempp-Hirth Standard Austria Technical Note Nr 11 dated 20 January 1969.
- Compliance:** Within the next 50 hours TIS and thereafter at intervals not exceeding 12 calendar months and after every hard landing
- Effective Date:** 31 August 1970

**DCA/SH/7      Trim Handle, Forward Travel Limitation - Modification**

- Applicability:** Model Cirrus L-265
- Requirement:** Modify per Schempp-Hirth Technical Information Nr 2/1968
- Compliance:** By 31 August 1971

**DCA/SH/8      Fuselage Frame - Modification**

- Applicability:** Model Standard Cirrus S/N 1 through 510, 528 and 529. Also S/N 1G through 544G
- Requirement:** Modify per Schempp-Hirth TN 278-17.  
(LBA AD 76-8 refers)
- Compliance:** By 31 July 1976
- Effective Date:** 19 May 1976

**DCA/SH/9      Seat – Modification**

- Applicability:** Model Standard Cirrus S/N 1 through 604. Also S/N 1G through 200G
- Requirement:** Modify per Schempp-Hirth TN 278-18.  
(LBA AD 76-7 refers)
- Compliance:** By 31 July 1976
- Effective Date:** 19 May 1976

**DCA/SH/10B Air Brake Control - Modification**

**Applicability:** Models Standard Cirrus, Standard Cirrus B, Standard Cirrus CS 11-75L, Standard Cirrus G, Standard Cirrus TOP, and Standard Cirrus B TOP.

**Requirement:** To prevent failure of the air brake drive lever ball-joint, accomplish the following:-

1. Install new ball joints per Schempp-Hirth TN 278-23 revised 26 March 1993.
2. Modify the air brake actuating lever per TN 278-23 revised 26 March 1993.

(LBA AD 79-051/4 refers)

**Compliance:**

1. At intervals not to exceed 500 hours TIS.
2. At next ball joint replacement per Part 1.

**Effective Date:** DCA/SH/10A 28 January 1983  
DCA/SH/10B 25 October 1996

**DCA/SH/11 Elevator Drive Bearing - Inspection**

**Applicability:** Model Standard Cirrus S/N 21, 23, 27, 30, 32 through 34, 36 through 52 and 54 through 120

**Requirement:** Inspect per Schempp-Hirth TN 278-25 and replace all EL 6 type bearings as specified.  
(LBA AD 80-243 refers)

**Compliance:** By 31 January 1981

**Effective Date:** 21 November 1980

**DCA/SH/12 Elevator Attachment - Inspection**

**Applicability:** Model Standard Cirrus S/N 1 through 397, 399 through 572, 594, 596 and 600

**Requirement:** Inspect per Schempp-Hirth TN 278-26. Repair any cracked fittings found before further flight.  
(LBA AD 80-244 refers)

**Compliance:** By 31 December 1980 and thereafter at intervals not exceeding 300 hours TIS

**Effective Date:** 21 November 1980

**DCA/SH/13A Service Life - Inspection**

**Applicability:** Models Standard Cirrus, Standard Cirrus B, Standard Cirrus CS-11-75 L and Standard Cirrus G.

**Requirement:** Implement inspection program per Schempp-Hirth TN 278-28, dated 26 September 1995. Any defects found must be rectified before further flight.  
(LBA AD 81-099/2 refers)

**Compliance:** At 6000 hours TTIS or by 30 September 1996, whichever is the sooner until a maximum of 12,000 hours TTIS.

**Effective Date:** DCA/SH/13 30 October 1981  
DCA/SH/13A 15 March 1996

**DCA/SH/14A Service Life - Inspection**

- Applicability:** All model Janus and Janus B
- Requirement:** Accomplish inspection programme per Schempp-Hirth TN 295-11 issued 6 March 1991. Any defects found must be rectified before further flight.  
(LBA AD 81-98/2 refers)
- Compliance:** At 6000 hours TTIS or by 31 December 1991, whichever is the sooner until a maximum of 12,000 hours TTIS
- Effective Date:** DCA/SH/14 - 30 October 1981  
DCA/SH/14A - 30 August 1991

**DCA/SH/15 Flap Control Installation - Inspection**

- Applicability:** All model Nimbus II
- Requirement:** To preclude possible loss of flap selection accomplish the following:
1. Inspect cockpit flap selector leaf spring installation for correct location and security.
  2. Check tighten attachment bolt/stiff nut assembly and associated control rod eye-end lock nut
- Compliance:** By 30 June 1982 and thereafter at intervals not exceeding one year
- Effective Date:** 28 May 1982

**DCA/SH/16 Elevator, Tailplane, Tail Parachute Installation - Modification**

- Applicability:** All model Cirrus.
- Requirement:** Embody modifications to elevator drive and horizontal tail plane, remove parachute as prescribed, per Schempp-Hirth TN actions 2 through 5.  
(LBA AD 82-103 refers)
- Compliance:** By 30 November 1982
- Effective Date:** 27 August 1982

**DCA/SH/17A Elevator, Drive - Inspection**

- Applicability:** All model Nimbus 2B, Mini-Nimbus B and Janus B
- Requirement:** Inspect and modify per Schempp-Hirth TNs 286-24, 328-8 or 295-19 (each dated 14 August 1987) as applicable.  
(LBA AD 87-126/2 refers)
- Compliance:** Inspection - Prior to each flight until modified  
Modification - By 31 December 1987
- Effective Date:** DCA/SH/17 - 14 August 1987  
DCA/SH/17A - 23 October 1987

**DCA/SH/18 Flap Drive - Modification**

- Applicability:** Models Ventus 'a' and 'a/16.6' S/N 1 through 284
- Requirement:** Modify flap drive lever per Schempp-Hirth TN 349-9.  
(LBA AD 87-44 refers)
- Compliance:** By 31 October 1988
- Effective Date:** 29 July 1988

**DCA/SH/19 Service Life - Inspection**

- Applicability:** All model Janus C
- Requirement:** Implement inspection program per Schempp-Hirth TN 95-16, issued 15 March 1991. Any defects found must be rectified before further flight. (LBA AD 86-274/2 refers)
- Compliance:** At 6000 hours TTIS or by 31 December 1991, whichever is the sooner until a maximum of 12,000 hours TTIS
- Effective Date:** 30 August 1991

**DCA/SH/20A Elevator Actuating Rod - Inspection**

- Note:** This AD supersedes DCA/SH/20 to revise the applicability to include Nimbus-3D gliders.
- Applicability:** Model Janus CM gliders, S/N all through 36  
 Model Janus CT gliders, S/N all through 19  
 Model Ventus bT gliders, all S/N  
 Model Ventus cT gliders, S/N all through 174  
 Model Ventus cM gliders, S/N all through 87 except 85  
 Model Nimbus-3T gliders, all S/N  
 Model Nimbus-3DT gliders, S/N 1 all through 55  
 Model Nimbus-3DM gliders, S/N all through 24  
 Model Discus-bT gliders, S/N all through 100  
 Model Standard Cirrus G gliders, all S/N  
 Model Nimbus-2B, -2C, -3 and -3/24.5 gliders, all S/N  
 Model Janus B, C, and Ce gliders, S/N all through 284  
 Model Mini Nimbus B and C gliders, all S/Ns  
 Model Ventus a, b, a/16.6 and b/16.6 gliders, all S/N  
 Model Ventus C gliders, S/N all through 568  
 Model Discus a and b gliders, S/N all through 446  
 Model Discus CS gliders, S/N all through 98  
 Model Nimbus-3D gliders, S/N all through 11
- Requirement:** To prevent accumulation of water, corrosion and possible failure of the vertical elevator actuating rod inside the fin, accomplish the following:
1. Load test the the elevator control system per TN 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, 809-9, 825-17, 847-4 or 863-3 as applicable.
  2. Replace the elevator actuating rod per the applicable TN listed above. (LBA AD 92-360/2 refers)
- Compliance:** 1. By 25 April 2010 unless previously accomplished.  
 2. By 25 May 2010 unless previously accomplished.
- Effective Date:** DCA/SH/20 - 3 September 1993  
 DCA/SH/20A - 25 March 2010

**DCA/SH/21 Service Life - Inspection**

- Applicability:** Models Discus A and B, S/N 1 through 499.
- Requirement:** Implement inspection program per Schempp-Hirth Technical Note 360-11. Any defects found must be rectified before further flight. (LBA AD 94-031 refers)
- Compliance:** At 6000 hours total time in service or by 30 June 1994, whichever is the sooner until a maximum of 12,000 hours TTIS.
- Effective Date:** 15 April 1994

**DCA/SH/22 Service Life - Inspection**

**Applicability:** Models Nimbus-2, -2B and -2C.

**Requirement:** Implement inspection program per Schempp-Hirth Technical Note 286-22. Any defects found must be rectified before further flight.

(LBA AD 86-036/2 refers)

**Compliance:** At 6000 hours total time in service or by 30 June 1994, whichever is the sooner until a maximum of 12,000 hours TTIS.

**Effective Date:** 15 April 1994

**DCA/SH/23A Horizontal Stabiliser - Inspection**

**Applicability** Model Standard Cirrus and Standard Cirrus B S/N 573, 586, 593, 595, 597 through 599, 601 and up;

Nimbus-2 S/N 86, 93, 96 and up;

Janus all S/Ns;

Mini-Nimbus HS7 all S/Ns;

Nimbus-2M S/N 4 through 7;

Powered Gliders, Standard Cirrus TOP and Standard Cirrus B TOP S/N 573, 586, 593, 595, 597 through 599, 601 and up.

**Requirement:** To prevent disengagement of the tailplane attachment bracket accomplish Schempp Hirth TN 278-36, 286-33, 295-26, 328-11, 798-3.

(LBA AD 95-015 refers)

**Compliance:** By 31 October 1995

**Effective Date:** DCA/SH/23 - 4 August 1995  
DCA/SH/23A – 18 December 1998

**DCA/SH/24 Service Life - Inspection**

**Applicability** Models Ventus a, Ventus b, Ventus a/16.6, Ventus b/16.6, and Ventus c.

**Requirement:** To extend service life to 12,000 hours accomplish the following:-

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 349-24. Any defects found must be rectified before further flight.

(LBA AD 1999-001 refers)

**Compliance:** Amend maintenance manual by 30 June 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

**Effective Date:** 12 March 1999

**DCA/SH/25 Service Life - Inspection**

**Applicability** Model Janus CM.

**Requirement:** To extend service life to 12,000 hours accomplish the following:-

Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 809-14. Any defects found must be rectified before further flight.

(LBA AD 1999-028 refers)

**Compliance:** Amend maintenance manual by 30 June 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

**Effective Date:** 12 March 1999

**DCA//SH/26 Horizontal Stabiliser Mass Balancing - Installation**

**Applicability:** Janus C S/N 87 through 252, and 254 through 267  
Janus CM S/N 1, 3 through 24, and 26 through 36  
Janus CT S/N 1 through 6, 8 and 9.

**Requirement:** To prevent the possibility of elevator flutter, accomplish the following:-

1. Install a speed limiting placard per Schempp-Hirth Technical Note 295-27 or 809-15.
2. Install mass balance, check elevator deflections, establish new weight and balance, amend maintenance manual and remove speed limiting placard per TN 295-27 or 809-15.  
(LBA AD 1999-265 refers)

**Compliance:** 1. Install placard before next flight.  
2. By 31 December 1999.

**Effective Date:** 5 August 1999

**DCA//SH/27 Service Life - Inspection**

**Applicability:** Model Ventus-cT and Ventus-cM.

**Requirement:** To extend service life to 12,000 hours TTIS accomplish the following:-  
Amend the maintenance manual and implement the inspection program per Schempp-Hirth TN 825-21. Any defects found must be rectified before further flight.  
(LBA AD 1999-304 refers)

**Compliance:** Amend maintenance manual by 31 December 1999. Initiate inspection program by 6000 hours TTIS until a maximum of 12,000 hours TTIS.

**Effective Date:** 22 October 1999

**DCA//SH/28 Flap Torsion Drive - Modification**

**Applicability:** Ventus b and Ventus b/16.6 S/N 2 through 136; and Ventus bT S/N 1 through to 9.

**Requirement:** To prevent cracking around the weld between the flap drive lever and the torque tube, modify flap torsion drive per Schempp-Hirth TN 349-9 or 825-29 as applicable.  
(LBA AD 2001-258 refers)

**Compliance:** By 30 August 2002, unless already accomplished.

**Effective Date:** 30 August 2001

**DCA//SH/29 Landing Gear Bolt - Inspection**

**Applicability:** Discus 2b S/N 1 through 107, Ventus 2c S/N 1 through 66, Ventus 2cT S/N 1 through 107 and Ventus 2cM S/N 1 through 107 and 109.

**Requirement:** To prevent damage to the undercarriage mechanism inspect per Schempp-Hirth TN 349-25, 360-17 or 825-27 as applicable.  
(LBA AD 2001-259 refers)

**Compliance:** By 30 August 2002

**Effective Date:** 30 August 2001



**DCA/SH/30 Elevator Mass Balance - Modification**

- Applicability:** Model Discus 2a and Discus 2b, S/N 13 thru 22, 24, 27, 28, 30 thru 48, 50, 51 53 thru 55, 57 thru 63, 65, 67, 71 thru 79, 81 and 82, that have not embodied TN 360-16.
- Requirement:** To prevent the possible onset of flutter in the elevator, modify the elevator control system in accordance with TN 360-19.  
(LBA AD 2003-048 refers)
- Compliance:** At next scheduled annual inspection or by 30 June 2003, whichever is latest.
- Effective Date:** 27 February 2003

**DCA/SH/31 Wing Spar - Inspection**

- Applicability:** Duo Discus, S/N 165 through 389 and Duo Discus T, S/N 1 through 78.
- Requirement:** To detect failure of the bond between the spar cap and spar web, which could lead to inflight failure of the wing, inspect upper spar cap and web per Schempp-Hirth Technical Note No 396-8.  
(LBA AD 2003-246/2 and 2003-245/2 refer)
- Compliance:** Before further flight.
- Effective Date:** 8 August 2003

**DCA/SH/32B Wing Structure – Inspection**

- Applicability:** Discus CS, S/N 001CS through 308CS, and Discus b aircraft, S/N 551 through 554, 568, 569, 571 through 573, 575 and 577, and that have not been inspected and repaired, per Schempp-Hirth Mandatory Bulletin DCS/6a.
- Requirement:** To prevent failure of the wing structure, inspect the bonding between the upper spar cap and the spar web, per Schempp-Hirth TN 360-21 and 863-9. If defects to the upper spar cap and the spar web bonding are found, repair per TN 360-21 and 863-9.  
(LBA AD 2003-266/2 refers)
- Note:** Aircraft that have been inspected and repaired per Schempp-Hirth Mandatory Bulletin No. DCS/6a, is a terminating action to this AD.
- Compliance:** Before further flight.
- Effective Date:** DCA/SH/32 – 12 September 2003  
DCA/SH/32A – 9 October 2003  
DCA/SH/32B – 30 June 2005

**DCA/SH/33 Nimbus Service Life - Inspection**

- Applicability:** Model Nimbus 3DT
- Requirement:** To extend the service life to 12000 hours, accomplish the following;  
  
Amend the maintenance manual and implement inspection program per Schempp-Hirth TN 847-8.  
(LBA 2002-357 refers)
- Compliance:** Amend manual by 31 December 2003. Initiate inspection by 6000 hours TTIS until a maximum of 12000 hours TTIS.
- Effective Date:** 25 September 2003

**DCA/SH/34 Elevator Mass Balance – Inspection**

- Applicability:** Ventus 2a & Ventus 2b, S/N 1,2,31,32,48,54, 71,117,124 through 151 & 153, and all S/Ns that have incorporated SB 349-42 or 349-27 and are fitted with new tail unit.  
Discus 2a & Discus 2b, S/N 1 through to 185 and 187 though to 189.
- Requirement:** To prevent failure of the elevator mass balance weight, which may liberate pieces of lead and restrict the movement of the elevator, accomplish the following;
1. Inspect the elevator mass balances for security per Schempp-Hirth TN 349-28, 360-20 or 863-8 as applicable to glider type.
  2. Remove elevator and modify attachment of mass balance per applicable TN. Re-install elevator and check for full and free movement, and correct deflections. (LBA AD 2003-280 refers)
- Compliance:**
1. Before next flight unless already accomplished.
  2. Before further flight if loose balance weight detected, or by 31 January 2004 whichever occurs first.
- Effective Date:** 30 October 2003

**DCA/SH/35 Duo Discus Wing Spar - Inspection**

- Applicability:** Duo Discus S/N 1 through 164.
- Requirement:** To detect failure of the bond between the spar cap and web, which could lead to in-flight failure of the wing, inspect upper spar cap and web per Schempp-Hirth Technical Note No 396-9. (AD D-2004-084 refers)
- Compliance:** Before 28 May 2004.
- Effective Date:** 25 March 2004

**DCA/SH/36A Elevator Control System – Inspection**

- Note:** This AD supersedes DCA/SH/36 to revise the LBA AD reference with no change to the AD requirement.
- Applicability:** Model Janus, Janus B, Janus C and Janus Ce gliders, S/N 1 though to 307  
Model Nimbus-3D gliders, S/N 1, 1/3, 2 through to 14  
Model Janus CM gliders, S/N 1 through to 37  
Model Janus CT gliders, S/N 1 through to 22  
Model Nimbus-3DT gliders, S/N 1 through to 63  
Model Nimbus-3DM gliders, S/N 1 through to 27
- Requirement:** To prevent elevator control failure, accomplish the following:
1. Inspect the stick control attachments in the front and aft seat for cracks and damage per Schempp-Hirth Technical Note No. 295-30 / 373-9 / 809-16 / 847-9 all dated 27 September 2004 as applicable.
  2. Modify the outer attachments of the stick control in the front and aft seat per TN No. 295-30 / 373-9 / 809-16 / 847-9 as applicable. (LBA AD D-2004-495R1 refers)
- Compliance:**
1. Before further flight unless previously accomplished.
  2. At the next annual inspection unless previously accomplished.
- Effective Date:** DCA/SH/36 - 24 February 2005  
DCA/SH/36A - 25 March 2010



**DCA/SH/40 Engine Mounting Structure – Inspection**

**Applicability:** Model Ventus-2cT aircraft, S/Ns 1 to 179.  
 Model Discus-2T aircraft, S/Ns 1 to 40.  
 Model Discus-2cT aircraft, S/Ns 1 to 30.

**Requirement:** To detect cracks in the engine mounting structure and prevent structural failure, accomplish the following:

1. Inspect the engine mounting structure, per Schempp-Hirth Technical Note (TN) 825-38 for Ventus-2cT aircraft, or Schempp-Hirth Technical Note (TN) 863-13 for Discus-2T and Discus-2cT aircraft. If cracked, replace the engine mounting structure, per TN 825-38 for Ventus-2cT aircraft, or TN 863-13 for Discus-2T and Discus-2cT aircraft, before further flight.
2. Install spacers between the engine rubber mounts and the mounting structure, per TN 825-38 for Ventus-2cT aircraft, or TN 863-13 for Discus-2T and Discus-2cT aircraft.  
 (EASA AD 2006-0227-E refers)

**Compliance:**

1. Before first flight of the day.
2. Within the next 100 hours TIS or by 31 December 2006, whichever is the sooner.

**Effective Date:** 2 August 2006

**DCA/SH/41 Engine Extension/Retraction Mechanism – Inspection**

**Applicability:** Model Ventus 2cM powered gliders, S/N 200 through to 225.

**Requirement:** To prevent failure of the engine extension/retraction mechanism due to possible loosening of the fuselage attachment bolts which could result in structural damage and loss of aircraft control, accomplish the following:

1. For aircraft S/N 200 through to 219:

Inspect the front attachment of the engine extension/retraction mechanism per Schempp-Hirth Technical Note 825-47 dated 19 December 2008 or later approved revisions.

If the attachment is found loose, replace the bolts per TN 825-47 before further flight.

2. For aircraft 220 through to 225:

Replace the bolts of the front attachment on the engine extension/retraction mechanism per TN 825-47.

**Note:** Accomplish the requirements of this AD in accordance with Schempp-Hirth Technical Note No. 825-47 dated 19 December 2008 or later approved revisions.

(EASA AD 2009-0034 refers)

**Compliance:**

1. Before the next engine operation and by 26 March 2009 replace the bolts of the front attachment on the engine extension/retraction mechanism per TN 825-47 unless already accomplished.

2. Before the next engine operation or by 26 March 2009 whichever is the sooner.

**Effective Date:** 26 February 2009

**DCA/SH/42 Elevator & Rudder Dynamic Balance – Inspection**

**Applicability:** Model Janus C gliders, S/N 87 through 252, and 254 through 267 fitted with an enlarged fin/rudder assembly per Technical Note (TN) No.295-25 dated 28 June 1994 and not fitted with a stiffer horizontal stabilizer of Janus CE.

Model Janus CT powered gliders, S/N 1 through 6 fitted with an enlarged fin/rudder assembly per Modification Bulletin (MB) No.809-18 dated 08 April 1992 and not fitted with a stiffer horizontal stabilizer of Janus CE.

**Note 1:** This AD is not applicable to aircraft fitted with with the original smaller fin/rudder unit assembly.

**Requirement:** To prevent dynamic imbalance of the elevator and rudder due to possible incorrect mass balance weights which could result in flutter during high speed flight, accomplish the following:

1. Amend the aircraft maintenance manual per Schempp-Hirth Technical Notes No. 809-18 at original issue dated 27 October 2008 or later approved revisions for Janus CT aircraft, and Schempp-Hirth Technical Notes No. 295-32 at original issue dated 27 October 2008 or later approved revisions for Janus C aircraft.
2. Inspect the balance weights of the elevator and rudder surfaces and the hinge moments per TN No.809-18 or TN No.295-32 as applicable.

**Note 2:** An inspection of the aircraft logbooks is acceptable to satisfy the requirements of this AD if the rudder and elevator balancing weights and hinge moments can be determined to be correct from that review.  
(EASA AD 2009-0054 refers)

**Compliance:**

1. By 6 April 2009.
2. By 26 April 2009.

**Effective Date:** 26 March 2009

**DCA/SH/43 Starter Ring Gears – Inspection**

**Applicability:** Model Ventus-2cM aircraft, S/N all through 136 fitted with a Solo 2625-01 engine with no slip clutch and a starter ring gear with lightening holes.

Model Nimbus-4DM aircraft, S/N all through 56 fitted with engine a Solo 2625-02 engine with no slip clutch and starter ring gear with lightening holes.

Model Nimbus-4M aircraft, S/N all through 17 fitted with a Solo 2625-02 engine with no slip clutch and a starter ring gear with lightening holes.

**Requirement:** To prevent failure of the starter ring gear due to possible cracks, accomplish the following:

Inspect the starter ring gear per paragraph “Action 1” of Schempp-Hirth Technical Note (TN) No. 825-49 / 868-20.

If no cracks are found repeat the starter ring gear inspection per paragraph “Action 1” of TN No. 825-49 / 868-20 at every daily inspection and amend the AFM with the updated pages per paragraph “Action 1” of TN No. 825-49 / 868-20.

If any cracks are found on the starter ring gear, replace with a new starter ring gear without lightening holes per paragraph “Action 2” in TN No. 825-49 / 868-20, and remove the updated pages in the AFM pages if they were introduced by “Action 1” of TN No. 825-49 / 868-20.

**Note 1:** The daily inspection may be accomplished by amending of the AFM with the updated pages per paragraph “ACTION 1” of TN No. 825-49 / 868-20 and adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

- Note 2:** The installation of a new starter ring gear without lightening holes per paragraph "Action 2" of TN No. 825-49 / 868-20 is a terminating action to the daily repetitive inspection requirement of this AD.
- Note 3:** Schempp-Hirth TN No. 825-49 / 868-20 dated 8 February 2010 and later EASA approved revisions is acceptable for compliance with the requirements of this AD. (EASA AD 2010-0039-E refers)
- Compliance:** Before further flight and thereafter at every daily inspection until the installation of a new starter ring gear without lightening holes.
- Effective Date:** 15 March 2010

#### **DCA/SH/44 Life Limit – Extension and Supplemental Maintenance**

- Applicability:** Model Nimbus-3D gliders, all S/N
- Requirement:** Results of fatigue tests carried out on wing spar sections have demonstrated that the life limit of GFRP/CFRP gliders may be extended to 12000 hours TTIS subject to a supplemental inspection programme. To extend the life limit of affected gliders, accomplish the following:
1. Amend the aircraft Maintenance Manual and introduce the supplements per Schempp-Hirth Technical Note No. 373-8 dated 20 December 1999.
  2. Inspect the aircraft per a manufacturer approved inspection programme and TN No. 373-8.
- Note:** The actions of this AD must be accomplished per the instructions in Schempp-Hirth Technical Note No. 373-8 dated 20 December 1999. (LBA AD 2000-075 refers)
- Compliance:**
1. At 6000 hours TTIS or at the next annual inspection whichever occurs sooner, unless previously accomplished.
  2. At the limits specified in the amended aircraft maintenance manual per requirement 1 of this AD.
- Effective Date:** 25 March 2010

#### **DCA/SH/45 Engine Pylon – Inspection**

- Applicability:** Ventus cT powered gliders, all S/N, Ventus-2cT powered gliders, S/N 1 through to 183, Discus bT powered gliders, all S/N, Discus-2T powered gliders, S/N 1 through to 40, Discus-2cT powered gliders, S/N 1 through to 35, and Not fitted with a new modified engine pylon P/N M03RT841.
- Requirement:** To prevent engine pylon failure due to possible cracks in the pylon which could result in aircraft damage, accomplish the following:
- AFM Amendment: Replace the daily inspection pages in the AFM per the instructions in SCHEMPP-HIRTH Technical Notes (TN) 825-51 original issue or revision 1 for Ventus cT and Ventus-2cT gliders, or per the instructions in SCHEMPP-HIRTH Technical Notes (TN) 863-20 P original issue or revision 1 for Discus bT, Discus-2cT and Discus-2T gliders, or later approved revision of these documents. Advise the aircraft pilot of the AFM amendment and the daily pylon inspection requirement introduced by this AD.
- Pylon Replacement: If any damage or cracks are found in the engine pylon during the daily inspection, replace the engine pylon before further flight with pylon P/N M03RT841 per the instructions in SCHEMPP-HIRTH TN 825-39 for Ventus-2cT gliders, per the instructions in TN 825-52 for Ventus cT gliders, per the instructions in TN 863-14 for Discus-2T and Discus-2cT gliders, and per the instructions in TN 863-21 for Discus bT gliders or later approved revision of these documents. (EASA AD 2011-0146 refers)
- Compliance:** Amend the AFM by 31 September 2011 unless previously accomplished, and thereafter inspect the engine pylon per the requirements introduced in the AFM until the pylon is replaced with P/N M03RT841.
- Effective Date:** 31 August 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/>  
 If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

**2013-0012 Cancelled – EASA AD 2013-0054 refers**

**Effective Date:** 19 March 2013

**2013-0054 AFM and Maintenance Manual - Amendment**

**Applicability:** Nimbus-4DT powered gliders, S/N 10 through to 15.  
 Duo Discus T powered gliders, S/N 1 through to 240.  
 Arcus T powered gliders, S/N 1, and 3 through to 30.

**Effective Date:** 19 March 2013

**2014-0042 Airbrake – Modification**

**Applicability:** Arcus T powered gliders, S/N 1 through to 40.

**Effective Date:** 7 March 2014

**2015-0139R1 Air Brake Bellcrank – Inspection**

**Applicability:** Duo Discus gliders, S/N 1 through to 639.  
 Duo Discus C gliders, all S/N.  
 Duo Discus T powered gliders, S/N 1 through to 110, and S/N 112 through to 247.  
 Nimbus-4D gliders, S/N 1 through to 15.  
 Nimbus-4DT powered gliders, S/N 1 through to 16.  
 Nimbus 4DM powered gliders, S/N 1 through to 12, and S/N 14 through to 75.

**Effective Date:** 24 July 2015

**2015-0140 (Correction) Air Brake Bellcrank – Inspection**

**Applicability:** Arcus gliders, S/N 1 through to 9.  
 Arcus T powered gliders, S/N 1 through to 12, and S/N 15 through to 31.  
 Arcus M powered gliders, S/N 1 through to 46.

**Effective Date:** EASA AD 2015-0140 - 29 July 2015  
 EASA AD 2015-0140 (Correction dated 16 July 2015) - 29 July 2015

**2016-0027R1 Air Brakes – Inspection**

**Applicability:** Discus-2a, Discus-2b, Discus-2c gliders,  
 Ventus-2a, Ventus-2b and Ventus-2c gliders, and  
 Discus-2T, Discus-2cT, Ventus-2cT and Ventus-2cM powered gliders.

Affected glider S/Ns are listed in Schempp-Hirth Flugzeugbau GmbH Technical Note (TN) 349-39, 360-29, 825-55 and 863-22 (published as a single document).

**Effective Date:** EASA AD 2016-0027 - 23 February 2016  
 EASA AD 2016-0027R1 - 2 March 2016

**2017-0167-E Cancelled – Refer AD Schedule for HPH Glasflugel gliders**

**Effective Date:** 18 April 2019

**2019-0079 Air Brake Control – Inspection**

**Applicability:** Ventus c, Ventus cT and Ventus cM gliders, all S/N.

**Effective Date:** 18 April 2019

**\* 2020-0063 Flaperon Control – Inspection**

**Applicability:** Ventus-2a, Ventus-2b and Ventus-2c sailplanes, all S/N.  
Ventus-2cM and Ventus-2cT powered gliders, all S/N.

**Effective Date:** 1 April 2020