Airworthiness Directive Schedule

Gliders

Schempp-Hirth

30 January 2025

Notes:

1. 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	Nimbus 2	286
Arcus M	A.532	Nimbus 3DM	847
Arcus T	A.532	Nimbus-3D	373
Cirrus	265	SHK-1	258
Discus a	360 (A.049)	Standard Cirrus	278
Discus b	360 (A.049)	Standard Cirrus B	278
Discus CS	SAI 90-01	Ventus a	349 (A.274)
Discus 2a	360 (A.049)	Ventus b	349 (A.274)
Discus 2b	360 (A.049)	Ventus b/16.6	349 (A.274)
Discus 2c	360 (A.049)	Ventus bT	825
Discus-2c FES	A.50	Ventus c	349 (A.274)
Discus-2cT	A.50	Ventus cM	825
Discus-2T	A.50	Ventus cT	825
Duo Discus	396 (A.025)	Ventus 2a	349 (A.274)
Duo Discus T	890	Ventus 2b	349 (A.274)
Janus	295	Ventus 2cT	825
Janus B	295	Ventus 3F	A.627
Janus C	295	Ventus 3M	A.627
Janus Ce	295	Ventus 3T	A.627
Janus CM	809		
Mini-Nimbus B	328		
Mini-Nimbus HS7	328		

2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these gliders.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/

3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk. *

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* 2024-0242R1 Horizontal Tailplane Drive Lower Bearing – Modification 18

* 2024-0251-E Wing Fuel Tank Hose – Inspection 18

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

Applicability: All Standard Austria S and SH gliders.

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 Standard Austria S, SH, SH-1 gliders.

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 SHK-1 and Standard Austria S, SH and SH-1 gliders.

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: All Cirrus L-265 gliders.

Requirement: Modify per Schempp-Hirth Technical Information Nr 2/1968.

Compliance: By 31 August 1971

DCA/SH/8 Fuselage Frame - Modification

Applicability: Standard Cirrus gliders, S/N 1 through to 510, 528 and 529, and S/N 1G through to 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: Standard Cirrus gliders, S/N 1 through to and S/N 1G through to 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: All Standard Cirrus, Standard Cirrus B, Standard Cirrus CS 11-75L, Standard Cirrus G, Standard Cirrus TOP, and Standard Cirrus B TOP gliders.

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 Cancelled – EASA AD 2024-0242R1 refers**

Effective Date: 30 January 2025

DCA/SH/12 Elevator Attachment - Inspection

Applicability: Standard Cirrus gliders, S/N 1 through to 397, 399 through to 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 All Standard Cirrus, Standard Cirrus B, Standard Cirrus CS-11-75 L and Standard Cirrus G gliders.

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 Janus and Janus B gliders.

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 Nimbus II gliders.

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 Cirrus gliders.

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 Nimbus 2B, Mini-Nimbus B and Janus B gliders.

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: Ventus ‘a’ and ‘a/16.6’ gliders, S/N 1 through to 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 Janus C gliders.

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: Janus CM gliders, S/N all through to 36.
Janus CT gliders, S/N all through to 19.
Ventus bT gliders, all S/N.
Ventus cT gliders, S/N all through to 174.
Ventus cM gliders, S/N all through to 87 except 85.
Nimbus-3T gliders, all S/N.
Nimbus-3DT gliders, S/N 1 all through to 55.
Nimbus-3DM gliders, S/N all through to 24.
Discus-bT gliders, S/N all through to100.
Standard Cirrrus G gliders, all S/N.
Nimbus-2B, -2C, -3 and -3/24.5 gliders, all S/N.
Janus B, C, and Ce gliders, S/N all through to 284.
Mini Nimbus B and C gliders, all S/Ns.
Ventus a, b, a/16.6 and b/16.6 gliders, all S/N.
Ventus C gliders, S/N all through to 568.
Discus a and b gliders, S/N all through to 446.
Discus CS gliders, S/N all through to 98.
Nimbus-3D gliders, S/N all through to 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: Discus A and B gliders, 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: All Nimbus-2, -2B and -2C gliders.

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 Standard Cirrus and Standard Cirrus B gliders, S/N 573, 586, 593, 595, 597 through to 599, 601 and onwards.

Nimbus-2 gliders, S/N 86, 93, 96 and onwards.

Janus gliders, all S/Ns.

Mini-Nimbus HS7 gliders, all S/Ns.

Nimbus-2M gliders, S/N 4 through to 7.

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

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 All Ventus a, Ventus b, Ventus a/16.6, Ventus b/16.6, and Ventus c gliders.

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 All Janus CM gliders.

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 gliders, S/N 87 through to 252, and 254 through to 267.
Janus CM gliders, S/N 1, 3 through to 24, and 26 through to 36.
Janus CT gliders, S/N 1 through to 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: All Ventus-cT and Ventus-cM gliders.

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 gliders, S/N 2 through to 136; and
Ventus bT gliders, 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 gliders, S/N 1 through to 107, and

Ventus 2c gliders, S/N 1 through to 66, and

Ventus 2cT gliders, S/N 1 through to107, and

Ventus 2cM gliders, S/N 1 through to 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: Discus 2a and Discus 2b gliders, S/N 13 through to 22, 24, 27, 28, 30 through to 48, 50, 51 53 through to 55, 57 through to 63, 65, 67, 71 through to 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, gliders, S/N 165 through to 389 and Duo Discus T gliders, S/N 1 through to 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 gliders, S/N 001CS through to 308CS, and

Discus b gliders, S/N 551 through to 554, 568, 569, 571 through to 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: All Nimbus 3DT gliders.

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 gliders, S/N 1,2,31,32,48,54, 71,117,124 through to 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 gliders, S/N 1 through to 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: Janus, Janus B, Janus C and Janus Ce gliders, S/N 1 though to 307.
Nimbus-3D gliders, S/N 1, 1/3, 2 through to 14.
Janus CM gliders, S/N 1 through to 37.
Janus CT gliders, S/N 1 through to 22.
Nimbus-3DT gliders, S/N 1 through to 63.
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/37 Horizontal Stabilizer – Inspection

Applicability: Ventus 2c gliders, S/N 1 to 51.
Ventus 2cT gliders, S/N 1 to 49.
Ventus 2cM gliders, S/N 1 to 73.

Requirement: Inspect the horizontal stabilizer on the upper side of the leading edge, per Schempp-Hirth TN 349-29/825-34 and modify if necessary, per TN 349-29/825-34.
(LBA AD D-2005-136 refers)

Compliance: At next scheduled annual inspection or by 31 December 2005, whichever occurs first.

Effective Date: 26 May 2005

DCA/SH/38 Flap Drive Mechanism - Modification

Applicability: Nimbus-2C gliders, S/Ns 166, 177 through to 181 and 185 through to 236, and
All Mini Nimbus-HS7, Nimbus B and Mini Nimbus C gliders.

Requirement: To prevent failure in the flap actuating circuit which could result in reduced controllability of the aircraft, modify the flap drive per Schempp-Hirth Technical Note (TN) No. 286-35 / No. 328-13 and drawing no. 10.065/3 for Nimbus-2C aircraft and drawing no. HS7 - 10.083/1 for Mini Nimbus HS7, Mini Nimbus B and Mini Nimbus C aircraft.
(LBA AD D-2005-239 refers)

Compliance: Within the next 100 hours TIS or by 31 December 2005, whichever is the sooner.

Effective Date: 29 September 2005

DCA/SH/39 Control Support Bearing – Inspection

Applicability: Ventus a gliders, all S/N.
Ventus b and bT gliders, all S/N.
Ventus c, cT and cM gliders, all S/N.

Requirement: To prevent separation of the control attachment bearing from the fuselage shell, which may lead to loss of control, accomplish the following:

1. Inspect the control attachment bearing support structure per part 1 Schempp-Hirth TN 349-30 /825-35.

2. Modify bearing support structure by reinforcing with extra glass-fiber laminations per part 2 of TN 349-30 /825-35.
(LBA AD D-2005-375 refers)

Compliance:
1. Before further flight, unless already accomplished.
2. Within 100 hours TIS.

Effective Date: 27 October 2005

DCA/SH/40 Engine Mounting Structure – Inspection

Applicability: Ventus-2cT gliders, S/N 1 through to 179.
Discus-2T gliders, S/N 1 through to 40.
Discus-2cT gliders, S/N 1 through 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: 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: Janus C gliders, S/N 87 through to 252, and 254 through to 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 to 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: Ventus-2cM gliders, S/N all through to 136 fitted with a Solo 2625-01 engine with no slip clutch and a starter ring gear with lightening holes.

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

Nimbus-4M gliders, S/N all through to 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: 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, and

Ventus-2cT powered gliders, S/N 1 through to 183, and

Discus bT powered gliders, all S/N, and

Discus-2T powered gliders, S/N 1 through to 40, and

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 Links to state of design airworthiness directives | aviation.govt.nz
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 S/N 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, and
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

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 gliders, all S/N.

Ventus-2cM and Ventus-2cT powered gliders, all S/N.

Effective Date: 1 April 2020

2020-0233 Airbrake End Stops / Bushings – Inspection

Applicability: Duo Discus gliders, S/N 1 through to 541 inclusive, except S/N 534, and

Duo Discus C gliders, all S/N, and

Duo Discus T gliders, S/N 1 through to 174.

Effective Date: 10 November 2020

2020-0260 Elevator Connection – Inspection

Applicability: Janus, Mini-Nimbus HS 7, Nimbus-2, Standard Cirrus, Standard Cirrus B and Standard Cirrus CS 11-75L gliders, all S/N; and

Nimbus-2M powered gliders, all S/N as identified in Schempp-Hirth TN 278-40, 286-36, 295-33, 328-14, 798-4 (single document) dated 07 August 2020, or later approved revision.

Effective Date: 17 December 2020

2022-0076 AFM – Amendment

Applicability: Arcus M and Arcus (powered) gliders, all S/N, and

Ventus-3M powered gliders, S/N V3 001 MP to V3 087 MP inclusive, S/N V3 089 MP to V3 100 MP inclusive, S/N V3 102 MP to V3 113 MP inclusive and S/N V3 115 MP to V3 125 MP inclusive.

Effective Date: 26 May 2022

2022-0138 Airbrake System – Inspection

Applicability: Duo Discus and Duo Discus C gliders, all S/N; and

Duo Discus T powered gliders, all S/N.

Effective Date: 28 July 2022

2022-0229 Airbrake Control – Inspection

Applicability: Ventus-2a and Ventus-2b gliders, all S/N.

Effective Date: 22 December 2022

2022-0242-E Horizontal Tail Elevator U-Bracket – Inspection

Applicability: Arcus, Duo Discus, Duo Discus C, Nimbus-4 and Nimbus-4D gliders, all S/N; and

Arcus M, Arcus T, Duo Discus T, Nimbus-4M, Nimbus-4T, Nimbus-4DM and Nimbus-4DT powered gliders, all S/N.

Effective Date: 9 December 2022

2017-0167-E Front Electric Sustainer Battery Pack – Modification

Applicability: Discus-2c FES gliders, all S/N.

Effective Date: 25 May 2023

2023-0116 Electrical Landing Gear Control – Inspection

Applicability: Arcus M powered gliders, S/N 215 through to 269 inclusive.

Arcus T powered gliders, S/N 89 through to 106 inclusive.

Effective Date: 14 June 2023

2024-0059 Canopy Locking Mechanism – Modification

Applicability: Nimbus-4D gliders, S/N 1 to 11 (inclusive);

Duo Discus gliders, S/N 1 to 422 (inclusive);

Nimbus-4DT powered gliders, S/N 1 to 12 (inclusive);

Nimbus-4DM powered gliders, S/N 1 to 58 (inclusive); and

DuoDiscus T powered gliders, S/N 1 to 96 (inclusive).

Effective Date: 28 March 2024

*** 2024-0242R1 Horizontal Tailplane Drive Lower Bearing – Modification**

Applicability: Standard Cirrus gliders, S/N 21, 23, 27, 30, 32, 33, 34, 36 through to 52 inclusive and 54 through to 120 inclusive.

Effective Date: EASA AD 2024-0242 - 26 December 2024
EASA AD 2024-0242R1 - 30 January 2025

*** 2024-0251-E Wing Fuel Tank Hose – Inspection**

Applicability: Ventus-3M powered gliders, S/N 031 MP and onwards if fitted with optional wing fuel tanks.

Effective Date: 24 December 2024