



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-142

Issued: 24 October 2022

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

SCHEMPP-HIRTH FLUGZEUGBAU GmbH

Type/Model designation(s):

Ventus-2a and Ventus-2b sailplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.274

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Airbrake Control – Inspection / Modification

Manufacturer(s):

SCHEMPP-HIRTH FLUGZEUGBAU GmbH (Schempp-Hirth)

Applicability:

Ventus-2a and Ventus-2b sailplanes, all serial numbers (s/n).

Definitions:

For the purpose of this AD, the following definitions apply:

The TN: Schempp-Hirth Technical Note (TN) 349-43 and associated Working Instruction.

Reason:

It has been determined that permanent excessive loads on the automatic connections of the airbrake control system can cause damage to the drive funnels in the fuselage and to the airbrake bell cranks at the root ribs of the wings.

This condition, if not detected and corrected, could lead to uncommanded extraction of the airbrakes on one or both wings, possibly resulting in reduced control of the sailplane.



To address this potential unsafe condition, Schempp-Hirth issued the TN to provide inspection and modification instructions.

For the reasons described above, this AD requires repetitive inspections and modification of the airbrake system.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 40 days after the effective date of this AD and, thereafter, at intervals not to exceed 100 flight hours, inspect the airbrake bell cranks and drive funnels for damage, and inspect the airbrake control system clearance in accordance with the instructions of the TN.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as identified in the TN, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the TN.

Modification:

- (3) Unless already accomplished as required by paragraph (2) of this AD, within 12 months after the effective date of this AD, replace the airbrake bell cranks with reinforced airbrake bell cranks and replace the airbrake drive funnels with reinforced drive funnels in accordance with the instructions of the TN.

Terminating Action:

- (4) Replacement on a sailplane of each airbrake bell crank and drive funnel, as required by paragraph (2) or (3) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that sailplane.

Ref. Publications:

Schempp-Hirth TN 349-43 dated 09 August 2022.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 21 November 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can



exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: Schempp-Hirth Flugzeugbau GmbH, Kребenstr. 25, 73230 Kirchheim/Teck, E-mail: info@schempp-hirth.com.

