Emergency Airworthiness Directive

AD No.: 2024-0251-E

Issued: 20 December 2024

Note: This Emergency Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
Schempp-Hirth Flugzeugbau GmbH

Type/Model designation(s):
Ventus-3M powered sailplanes

Effective Date: 24 December 2024
TCDS Number(s): EASA.A.627
Foreign AD: Not applicable
Supersedure: None

ATA 28 – Fuel – Wing Fuel Tank Hose – Inspections / Replacement

ATA 11 – Placards And Markings – Installation

Manufacturer(s):
Schempp-Hirth Flugzeugbau GmbH (Schempp-Hirth)

Applicability:
Ventus-3M powered sailplanes having serial number 031 MP and above, if equipped with optional wing fuel tanks.

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

Affected part: Fuel line hose between the wing fuel tank and the connecting line to the root rib in the wing water tank (see sketch in Ventus-3M Maintenance Manual page 5.14.2.4, Sectional drawing A-B).

Serviceable part: An affected part which is new (never previously installed on any sailplane); or a part that before installation has passed an inspection (no defect found) in accordance with the instructions of the TN.

The TN: Schempp-Hirth Technical Note No. 627-11.

Reason:

Occurrences of fuel found in the wing water tank were reported. The cause of this leakage was identified as ageing/fatigue damage of the affected part.

This condition, if not detected and corrected, could lead to water leak trough damaged affected part to the wing fuel tank, and from there into the fuselage tank, possibly leading to engine in-flight shut down and reduced control of the sailplane.

To address this potential unsafe condition, Schempp-Hirth published the TN, providing instructions for inspection of affected parts and installation of placards.

For the reason described above, this AD requires repetitive inspections of affected parts and, depending on findings, replacement of affected part(s) with serviceable part. This AD also requires installation of placards in accordance with the TN.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspections:

(1) Before next flight after the effective date of this AD, and thereafter, at intervals not to exceed 100 flight hours or 4 weeks, whichever occurs first, inspect each affected part in accordance with the instructions of the paragraph Action 2 of the TN.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, discrepancies, as described in the TN are detected on an affected part, before next flight, replace that affected part with a serviceable part. This can be accomplished in accordance with the instructions of the applicable Schempp-Hirth Maintenance Manual.

Placards Installation:

(3) Before next flight after the effective date of this AD, install the placard in the sailplane cockpit, in accordance with instructions of paragraph Action 2 of the TN.

Alternative Method of Compliance:

(4) Accomplishment on a sailplane of the actions defined in paragraphs (4.1) to (4.3) of this AD is an acceptable alternative method to comply with the requirements of paragraphs (1), (2) and (3) of this AD for that sailplane (see Note 1 of this AD):

(4.1) Disconnection and draining of the wing fuel tanks in accordance with the instructions of the paragraph Action 1 of the TN.

(4.2) Installation of a placard in accordance with the instructions of the paragraph Action 1 of the TN.

(4.3) Amendment of the applicable Aeroplane Flight Manual (AFM) to prohibit to operate the sailplane with wing fuel tank connected. This can be accomplished by inserting a copy of this AD in the AFM.

Note 1: The actions identified in paragraph (4) of this AD are no longer required, when the actions required by paragraphs (1) to (3) of this AD, as applicable, are accomplished on a sailplane.

Terminating Action(s):
(5) None.

Part(s) Installation:
(6) From the effective date of this AD, it is allowed to install an affected part on any powered sailplane, provided that, before the installation, that part passed an inspection (no discrepancies found) in accordance with instructions of the paragraph Action 2 of the TN.

Ref. Publications:

Schempp-Hirth Technical Note No. 627-11 original issue dated 19 December 2024.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.

5. For any question concerning the technical content of the requirements in this AD, please contact: Schempp-Hirth Flugzeugbau GmbH, Krebenstr. 25, 73230 Kirchheim, Germany. Telephone: +49 7021 72980; e-mail: info@schempp-hirth.com