

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0042</p> <p>Date: 21 February 2014</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: SCHEMPP-HIRTH FLUGZEUGBAU GmbH</p>		<p>Type/Model designation(s): Arcus T powered sailplanes</p>
TCDS Number:	EASA.A.532	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 57 Wings – Airbrake – Modification		
Manufacturer(s):	Schempp-Hirth Flugzeugbau GmbH	
Applicability:	Arcus T powered sailplanes, serial numbers 1 through 40 (inclusive).	
Reason:	<p>Deformation of airbrake panels at high speed was reported on Arcus T powered sailplanes. The subsequent analysis demonstrated that airbrake deformation, in the extent as reported, may prevent a complete retraction of the airbrake.</p> <p>This condition, if not corrected, could lead to degradation of flight characteristics, possibly resulting in reduced control of the sailplane.</p> <p>To address this potential unsafe condition, Schempp-Hirth Flugzeugbau GmbH issued Technical Note (TN) A532-2 to provide modification instructions.</p> <p>For the reasons described above, this AD requires modification of the airbrake structure.</p>	
Effective Date:	07 March 2014	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 3 month after the effective date of this AD, modify the airbrake box wall on left hand (LH) and right hand (RH) wing by installing additional deflectors in accordance with the instructions of Action 1 of Schempp-Hirth Flugzeugbau GmbH TN A532-2. (2) Concurrently with the modification as required by paragraph (1) of this AD, accomplish the actions as specified in paragraph (2.1) or paragraph (2.2) of this AD: <ol style="list-style-type: none"> (2.1) Install deflectors in the airbrake U-shaped sheet section and modify the front airbrake panel on LH and RH wing in accordance with the instructions of Action 2 of Schempp-Hirth Flugzeugbau GmbH TN A532-2, or (2.2) Replace the front airbrake panels on LH and RH wing with reinforced parts in accordance with the instructions of Action 3 of Schempp-Hirth Flugzeugbau GmbH TN A532-2.
<p>Ref. Publications:</p>	<p>Schempp-Hirth Flugzeugbau GmbH TN A532-2, dated 21 February 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Schempp-Hirth Flugzeugbau GmbH, Krebenstrasse 25, 73230 Kirchheim / Teck, Germany Telephone: +49 7021 7298-317, E-mail: info@schempp-hirth.com.