GFA AD 488
(ISSUE 2)

GFA AIRWORTHINESS DIRECTIVE

TYPE AFFECTED: Ventus-2c
Ventus-2cM
Ventus 2cT

SUBJECT: Amendment of Maintenance Manuals

BACKGROUND: An additional check of the longitudinal play in the undercarriage shock struts has been introduced, resulting in an amendment to the Maintenance Manual.

DOCUMENTATION: Schempp-Hirth Technical Notes 349-25 (Ventus-2c) and 825-27 (Ventus 2cM and Ventus 2cT).

ACTION REQUIRED: The Maintenance Manual must be amended by inserting the pages which are attached to this AD.

WEIGHT AND BALANCE: Not affected

IMPLEMENTATION: Before the next Form 2 inspection, but in any case before 31 March 2002. Amendment of the manuals may be performed by the Certificate Holder.

COMPLIANCE: The requirements of this GFA Airworthiness Directive are mandatory. This Directive is issued pursuant to the Rules and Regulations of the Gliding Federation of Australia.

SIGNED: GFA STOA
CHIEF TECHNICAL OFFICER AIRWORTHINESS

For and on behalf of:
©THE GLIDING FEDERATION OF AUSTRALIA

0.1 Erfassung der Berichtigungen / Record of Revisions

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5	Änderungsblatt Nr. 349-33 Rudermomente und Massen, Toleranzerweiterung - alle Werknummern – Modification Bulletin No. 349-33 Weights and hinge moments of control surfaces - all serial numbers -	0.2.1 2.2.1	Dezember 1999
6	Änderungsblatt Nr. 349-35 Versenkte Schwerpunktkupplung und Entlastungsfeder Fahrwerk ab Werk-Nr. 63 Modification Bulletin No. 349-35 c/g tow release flush with lower surface; auxiliary spring for undercarriage S/N 63 and up	0.2.2 5.2.3 Diagr. 4	April 2000
7	Technische Mitteilung Nr. 349-25 Fahrwerksstreben Werk-Nr. 1 bis 66 Technical Note No. 349-25 Shock struts S/N 1 through 66	0.2.1 3.2.4	Juli 2001

MB: Modification Bulletin – Änderungsblatt
TN: Technical Note – Technische Mitteilung

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- o Undercarriage

  Check that the main wheel axle runs true, that no u/c struts are bent and that their mountings on the steel tube center frame are not damaged. Check wheel hub for side play.

  Check main wheel tire pressure: 4.0 bar / 58 psi

  Check effectiveness of wheel brake.

  Instructions on how to remove the main wheel for cleaning, lubricating and for maintenance work on the brake system are given in section 5.4.

- o With gear clear of the ground check longitudinal play in the shock struts. More than 1 mm play requires an exchange of the compression springs.

- o Check tail skid for wear and damage.

- o Check tire pressure of tail wheel (if installed):

  2.0 bar / 29 psi

  Check skin around the axle for delamination.

- o Check Static and Pitot pressure ports and all instrument plumbing for blockages and leakages including pipe connectors.
  Check that the glass in the instruments is not loose.

- o The harness straps should be checked regularly for damage and stains.
  The metal fittings of the harnesses should be checked regularly for corrosion.

- o With the sailplane rigged, check the deflection of the control surfaces with the help of an assistant (see section 2.1) and also check the control circuits and the tow release mechanism(s) for proper function (for removal and re-installation of the latter refer to section 5.2).

- o Check that there is a gap of at least 1.5 mm (0.06 in.) between wing and fuselage and between the individual control surfaces.

- o Check wing attachment fittings and control connections for excessive play (see section 2.3 through 2.5).

  Bearings with excessive radial play must be replaced.

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18	Technische Mitteilung Nr. 825-27 Fahrwerksstreben Werknr. 1 bis 107 und 109 Technical Note Nr. 825-27 Shock struts S/N 1 through 107 and 109	0.2.1 3.2.4	Juli 2001

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- Undercarriage

  Check that the main wheel axle runs true, that no u/c struts are bent and that their mountings on the steel tube center frame are not damaged.
  Check wheel hub for side play.

  Check main wheel tire pressure : 4.0 bar / 58 psi

  Check effectiveness of wheel brake.

  Instructions on how to remove the main wheel for cleaning, lubricating and for maintenance work on the brake system are given in section 5.4.

- With gear clear of the ground check longitudinal play in the shock struts. More than 1 mm play requires an exchange of the compression springs.

- Check tail wheel tire pressure: 2.0 bar / 29 psi.

  Check skin around the axle for delamination.

- Steerable tail wheel (if installed)

  Check wheel fork for delamination, check suspension, rods, and springs for damage.

- Check Static and Pitot pressure ports and all instrument plumbing for blockages and leakages including pipe connectors.
  Check that the glass in the instruments is not loose.

- The harness straps should be checked regularly for damage and stains.
  The metal fittings of the harness should be checked regularly for corrosion.

- With the sailplane rigged, check the deflection of the control surfaces with the help of an assistant (see section 2.1) and also check the control circuits and the tow release mechanism(s) for proper function (for removal and re-installation of the latter refer to section 5.2).

- Check that there is a gap of at least 1.5 mm (0.06 in.) between fuselage and wing panels and between the individual control surfaces of the latter.

- Check wing attachment fittings and control connections for excessive play (see section 2.3 through 2.5).

  Bearings with excessive radial play must be replaced.

- Undercarriage

  Check that the main wheel axle runs true, that no u/c struts are bent and that their mountings on the steel tube center frame are not damaged. Check wheel hub for side play.

  Check main wheel tire pressure: 4.0 bar / 58 psi

  Check effectiveness of wheel brake.

  Instructions on how to remove the main wheel for cleaning, lubricating and for maintenance work on the brake system are given in section 5.4.

- With gear clear of the ground check longitudinal play in the shock struts. More than 1 mm play requires an exchange of the compression springs.

- Check tail skid for wear and damage.

- Check tire pressure of tail wheel (if installed):

  2.0 bar / 29 psi

  Check skin around the axle for delamination.

- Check Static and Pitot pressure ports and all instrument plumbing for blockages and leakages including pipe connectors.
  Check that the glass in the instruments is not loose.

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5	Änderungsblatt Nr. 825-33 Versenkte Schwerpunktkupplung und Entlastungsfeder Fahrwerk ab Werk-Nr. 58 Modification Bulletin No. 825-33 c/g tow release flush with lower surface; auxiliary spring for undercarriage S/N 58 and up	0.2.2 5.2.3 Diagr. 4	April 2000
6	Länge der Gasfeder-Haltevorrichtung korrigiert. Length of gas strut mounting tool corrected	0.2.2 5.7	November 2000
7	Technische Mitteilung Nr. 825-27 Fahrwerksstreben Werknr. 1 bis 72 Technical Note Nr. 825-27 Shock struts S/N 1 through 72	0.2.1 3.2.4	Juli 2001

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