

<b>SCHEMPP-HIRTH</b> <b>Flugzeugbau GmbH.</b> <b>Kirchheim/Teck</b>	<b>Technical Note</b> <b>No. 360 - 21</b> <b>No. 863 - 9</b>	Page: 01 No. of pages.: 02
<b><u>SUBJECT:</u></b>	Wing, bonding of spar cap to spar web	
<b><u>AFFECTED:</u></b>	<ul style="list-style-type: none"> <li>- <b>Sailplane Discus CS</b> (Czech TC-No.: 90-01) (German TC-No.: 360)  <i>S/Nos: 1CS through 308CS</i></li> <li>- <b>Sailplane Discus b</b> (TC-No.: 360)  <i>S/Nos: 551 through 554, 568, 569, 571 through 573, 575 and 577</i></li> <li>- <b>Powered sailplane Discus bT</b> (TC-No. 863)  <i>S/Nos: 77, 106, 146, 151 through 154, 156, 158, 161 and 162</i></li> </ul>	
<b><u>URGENCY:</u></b>	<b>Before next flight!</b>	
<b><u>REASON:</u></b>	<p>During a flight in turbulent weather conditions a sailplane Discus CS entered an uncontrolled very steep flight attitude followed by a rough recovering action with an in-flight break-up of the outer wing part (3.6 m from tip).</p> <p>At the broken section a failure in the bonding of the spar cap and the spar web could be identified.</p> <p>For safety reasons all sailplanes and powered sailplanes with these wings will be checked.</p>	
<b><u>ACTIONS:</u></b>	<ol style="list-style-type: none"> <li>1. The bonding between the upper spar cap and the spar web are to be checked according to the instructions in the appendix of this Technical Note.</li> <li>2. Defects in the spar cap and spar web bonding are to be repaired according to the instructions in the appendix of this Technical Note.</li> <li>3. After completion of the check or respective repair – if the ailerons were removed - the ailerons are to be re-installed and the aileron deflections are to be checked.</li> <li>4. For information only the report of an executed repair should be sent to:</li> </ol>	
	Schempp-Hirth Flugzeugbau GmbH. Postfach 1443 73222 Kirchheim/Teck Germany	

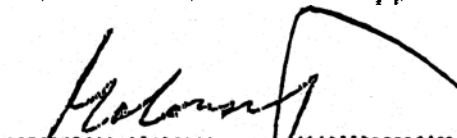
**MATERIAL:** See repair instructions in the appendix of this Technical Note.

**WEIGHT:** Alteration negligible

**C/G POSITION:** Alteration negligible

**REMARK:** The actions must be accomplished by a certified repair station and entered in the log book.

The technical content has been approved by the CAA of the Czech Republic for sailplanes manufactured from Schempp-Hirth výroba letadel spol. s.r.o.

  
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signed Ing. Pavel Matoušek

Kirchheim/Teck, September 25, 2003

Issued: .....  
(H. Treiber)

**LBA-approved:**

The German original of this Technical Note has been approved by the LBA under the date of ..... 26 SEP. 2003 ..... and is signed by Mr. .... Blume ..... The translation into English has been done by best knowledge and judgement.