



SUBJ: Doors

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin informs you of an airworthiness concern regarding the canopy locking mechanism for the following Schempp-Hirth sailplane models: Duo Discus, serial numbers 1 through 422; and Nimbus-4D, serial numbers 1 through 11.

Background

One of the above-referenced sailplanes experienced fuselage deformation resulting from acceleration, which perhaps lowered the friction in the canopy locking mechanism. It may then be possible for the canopy locking mechanism to move into the open position. In another case, the canopy opened shortly after takeoff on aerotow.

Neither the European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, nor the German aviation authority, Luftfahrt-Bundesamt have issued an airworthiness directive (AD) for those sailplanes registered for operation in Europe. However, Schempp-Hirth has issued Technical Note No. 380-1 / 396-6, dated July 2, 2004, to address this condition.

At this time, this airworthiness concern is not an unsafe condition that would warrant AD action under Title 14 of the Code of Federal Aviation Regulations (14 CFR) part 39.

Recommendations

We recommend all owners and operators comply with actions outlined in Schempp-Hirth Technical Note No. 380-1 / 396-6, dated July 2, 2004.

For Further Information Contact

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