



Luftfahrt-Bundesamt
-AD-Department-

Airworthiness Directive

*In case of any difficulty, reference should be made
to the German original issue*

95-015 Schempp-Hirth

Date of issue: 15. Dez. 1994

Affected sailplanes and powered sailplanes:

German Type Certificate No.: 278, 286, 295, 328, 798 and 865

Schempp-Hirth

TC-No.: 278

Standard Cirrus and

Standard Cirrus B

S/No's.: 573, 586, 593, 595, 597
up to 599, 601 and up

TC-No.: 286

Nimbus-2

S/No's.: 86, 93, 96 and up

TC-No.: 295

Janus

S/No's.: all

TC-No.: 328

Mini-Nimbus HS7

S/No's.: all

TC-No.: 798

Nimbus-2M

S/No's.: 4 up to 7

and the following powered sailplanes which were rebuilt from a sailplane:

TC-No.: 865

Standard Cirrus TOP and

Standard Cirrus B TOP

S/No's.: (same as listed under TC-No.: 278)

Subject:

Reinforcement of the horizontal stabilizer.

Reason:

Due to the lack of maintenance or because of wear, the locking hook on the tailplane attachment bracket became disengaged in a number of cases, so that the horizontal tailplane was no longer securely attached to the fin.

Action:

Inspection and if necessary Modification must be done in accordance with the Technical Note.

Compliance:

Actions must be done at the next annual inspection, but latest until March 31, 1995.

Technical publication of the manufacturer:

Schempp-Hirth Technical Note Nr. 278/36, 286-33, 295-26, 328-11, 798-3, dated November 11, 1994 which becomes herewith part of this AD and may be obtained from Messrs.

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Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be checked and entered in the log by a licensed inspector.