



Airworthiness Directive

AD No.: 2017-0107

Issued: 22 June 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

SCHIEBE AIRCRAFT GmbH

Type/Model designation(s):

SF 25 C powered sailplanes

Effective Date: 06 July 2017

TCDS Number(s): EASA.A.098

Foreign AD: Not applicable

Supersedure This AD supersedes EASA AD 2015-0200-E dated 06 October 2015.

ATA 78 – Exhaust – Exhaust Duct / End-pipe – Inspection / Modification

Manufacturer(s):

Scheibe Aircraft GmbH (formerly Sportavia-Pützer GmbH & Co. KG, Scheibe Flugzeugbau GmbH)

Applicability:

Scheibe SF 25 C powered sailplanes, all manufacturer serial numbers equipped with a Rotax 914 F3 engine.

Reason:

Analysis accomplished by Scheibe Aircraft GmbH (Scheibe) revealed a possibility of the exhaust end-pipe cracking as a consequence of resonance vibrations.

This condition, if not detected and corrected, could lead to failure of the engine exhaust end-pipe, possibly resulting in fire in the engine compartment and reduced control of the powered sailplane.

To address this potential unsafe condition, Scheibe issued Technische Mitteilung / Service Bulletin (TM/SB) 653-94 to provide inspection and modification instructions and EASA issued Emergency AD 2015-0200-E to require those actions.

Since that AD was issued, an additional occurrence was reported of exhaust end-pipe cracking. Subsequent analysis determined that the modification of the exhaust end-pipe, as previously required by EASA AD 2015-0200-E, did not restore the required airworthiness level of the affected



part. Prompted by this finding, Scheibe issued Revision 1 of TM/SB 653-94 providing instructions to replace the exhaust end-pipe.

For the reasons described above, this AD partially retains the requirements of EASA Emergency AD 2015-0200-E, which is superseded, and requires replacement of the exhaust end-pipe with a new part, applying specific clamp torque values.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Before next flight after 08 October 2015 [the effective date of EASA AD 2015-0200-E] and, thereafter, during each daily inspection, inspect the exhaust end-pipe in accordance with the instructions of Scheibe TM/SB 653-94.
- (2) Inspection of the exhaust end-pipe, as required by paragraph (1) of this AD, can be accomplished by the pilot-owner in accordance with the provisions of Commission Regulation (EU) 1321/2014 Part M.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) of this AD, a cracked exhaust end-pipe is detected, before next flight, replace the exhaust end-pipe with a new part and, during installation, apply 20-22 Nm clamp torque in accordance with the instructions of Scheibe TM/SB 653-94 Revision 1.

Credit:

- (4) Corrective action(s) accomplished on a powered sailplane before the effective date of this AD, in accordance with the instructions of Scheibe TM/SB 653-94 original issue, were acceptable to comply with the initial requirements of paragraph (3) of this AD for that powered sailplane.

Replacement:

- (5) Unless accomplished as required by paragraph (3) of this AD, within 6 months after the effective date of this AD, replace the exhaust end-pipe with a new part, including applying 20-22 Nm clamp torque, in accordance with the instructions of Scheibe TM/SB 653-94 Revision 1.

Part installation:

- (6) From the effective date of this AD, installation of an exhaust end-pipe on a powered sailplane is allowed, provided the part is new, and the installation, including applying 20-22 Nm clamp torque, is accomplished in accordance with the instructions of Scheibe TM/SB 653-94 Revision 1.

Terminating action:

- (7) Replacement of the exhaust end-pipe on a powered sailplane, as required by paragraph (3) or (5) of this AD, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that powered sailplane.



Ref. Publications:

Scheibe TM/SB 653-94 original issue dated 24 September 2015, and Revision 1 dated 24 April 2017.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

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 EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: Scheibe Aircraft GmbH, Am Flugplatz 5, D-73540 Heubach
Email: info@scheibe-aircraft.de.

