Airworthiness Directive

AD No.: 2019-0033

Issued: 14 February 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
SCHEMPP-HIRTH FLUGZEUGBAU GmbH

Type/Model designation(s):
Nimbus-4 powered sailplanes

Effective Date: 28 February 2019

TCDS Number(s): EASA.A.063

Foreign AD: Not applicable

Supersedure: None

ATA 73 – Engine Fuel & Control – Carburettor Throttle Valve Shaft Linkage – Inspection / Modification

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Manufacturer(s):
Schempp-Hirth Flugzeugbau GmbH (Schempp-Hirth)

Applicability:
Nimbus-4M powered sailplanes, all serial numbers (s/n), if equipped with SOLO 2625 02 engine; and Nimbus-4DM, all s/n, if equipped with SOLO 2625 02 engine.

Definitions:
Affected part: Spring pin with diameter (Ø) size smaller than 3 mm (0.11811 inch).

Serviceable part: Spring pin with Ø 3 mm (0.11811 inch).

The TN: Schempp-Hirth Technical Note (TN) No. 868-23 Revision 1.

Reason:
An occurrence on a Nimbus-4DM powered sailplane was reported, where, during engine operation, the carburettor throttle valve shaft linkages failed. As a consequence, there was an excessive loss of engine power. Investigation showed that spring pins were installed having the wrong diameter.

This condition, if not corrected, could lead to loss of engine power control, possibly resulting in reduced control of the powered sailplane.

To address this potential unsafe condition, Schempp-Hirth Flugzeugbau GmbH issued TN 868-23 to provide inspection and modification instructions.

For the reasons described above, this AD requires a one-time inspection of the spring pin installed in the linkage between the throttle valve shafts of the carburettors and, depending on findings, replacing it with a serviceable part.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Before next engine operation after the effective date of this AD, inspect the linkage between the throttle valve shafts of the carburettors in accordance with the instructions of the TN.

Corrective Action(s):

(2) If, during the inspection as required in paragraph (1) of this AD, an affected part is found installed, before next engine operation, replace the affected part with a serviceable part in accordance with the instructions of the TN.

Credit:

(3) Inspection and corrective action on a powered sailplane, before the effective date of this AD in accordance with the instructions of Schempp-Hirth TN 868-23 at original issue, is acceptable to comply with the requirements of paragraphs (1) and (2) of this AD for that powered sailplane.

Ref. Publications:

Schempp-Hirth TN 868-23 original issue dated 18 December 2018, or Revision 1 dated 10 January 2019.

The use of later approved revisions of the above-mentioned 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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on

a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: Schempp-Hirth Flugzeugbau GmbH, Krebenstr. 25, 73230 Kirchheim/Teck, E-mail: info@schempp-hirth.com.