

Emergency Airworthiness Directive

AD No.: 2022-0043-E

Issued: 11 March 2022

Note: This Emergency 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 or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

SCHEIBE AIRCRAFT GmbH

Type/Model designation(s):

SF 25 powered sailplanes

Effective Date: 15 March 2022

TCDS Number(s): EASA.A.098

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Control Stick – Inspection / Replacement

Manufacturer(s):

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

Applicability:

Scheibe SF 25 powered sailplanes, all serial numbers (s/n) having embodied Scheibe modification 653E.41-S10 in production;

Scheibe SF 25 C powered sailplanes, having s/n 44147 through 44716 inclusive;

Scheibe SF 25 E powered sailplanes, having s/n 4323 through 4365 inclusive; and

Scheibe SF 25 K powered sailplanes, all s/n.

Definitions:

For the purpose of this AD, the following definitions apply:

The TM/SB: Scheibe Technische Mitteilung/Service Bulletin (TM/SB) 653-96.

Affected part: A left-hand (LH) and right-hand (RH) control stick, except those having Part Number (P/N) 20093 or P/N 20094.

Serviceable part: A LH control stick having P/N 20093 and RH control stick having P/N 20094.

Reason:

Fracture was reported of a RH control stick above the weld seam at the transfer joint of a powered sailplane. Subsequent investigation determined that the fracture was a result of severe corrosion phenomena affecting the inner surface of the control stick tube due to water intrusion.

This condition, if not detected and corrected, could lead to a rupture of an affected part, possibly resulting in reduced, or loss of, control of the powered sailplane.

To address this unsafe condition Scheibe issued the TM/SB providing repetitive inspection instructions to detect development of corrosion of the affected part and replacement instructions.

For the reasons described above, this AD requires repetitive inspections and replacement of affected parts.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Before next flight after the effective date of this AD and, thereafter, at intervals not to exceed 100 flight hours or 12 months (see Note 1 of this AD), whichever occurs first, inspect each affected part for corrosion in accordance with the instructions of the TM/SB (see Note 2 of this AD).

Note 1: A non-cumulative tolerance of 30 days may be applied to the (calendar) compliance times specified in paragraph (1) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a non-cumulative tolerance is already granted in the applicable Maintenance Manual.

Note 2: The action(s) required by paragraph (1) of this AD may be accomplished by the pilot-owner under the provisions of Annex I paragraph M.A.803 or Annex Vb paragraph ML.A.803 of Regulation (EU) No 1321/2014, as applicable.

In respect of aircraft not subject to Regulation (EU) No 1321/2014, the State of Registry should consider if the national regulations allow the action(s) to be accomplished by the pilot-owner.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies as defined in the TM/SB, are detected on an affected part, before next flight, replace that affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the TM/SB.



Replacement:

- (3) Unless accomplished as required by paragraph (2) of this AD, within 20 months after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the TM/SB.

Terminating Action:

- (4) Replacement of an affected part (LH or RH side) with a serviceable part in accordance with the instructions of the TM/SB constitutes terminating action for the repetitive inspections of that affected part (LH or RH side), as required by paragraph (1) of this AD.
- (5) Replacement of each affected part of a powered sailplane, as required by paragraph (3) of this AD, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that powered sailplane.

Part(s) Installation:

- (6) From the effective date of this AD, it is allowed to install an affected part on a powered sailplane, provided that it is a serviceable part.

Ref. Publications:

Scheibe TM/SB 653-96 original issue dated 02 March 2022.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. 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.

