

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-176

Issued: 06 November 2020

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

SCHEMPP-HIRTH FLUGZEUGBAU GmbH

Type/Model designation(s):

Janus, Mini-Nimbus, Nimbus-2 and Standard Cirrus sailplanes, and Nimbus-2M powered sailplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): Germany Kennblätter No. 286, 295, 328 and 798; and EASA.A.278

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Elevator Connection – Modification

ATA – Aircraft Flight Manual – Amendment

Manufacturer(s):

Schempp-Hirth Flugzeugbau GmbH (Schempp-Hirth)

Applicability:

Janus, Mini-Nimbus HS 7, Nimbus-2, Standard Cirrus, Standard Cirrus B and Standard Cirrus CS 11-75L sailplanes; and Nimbus-2M powered sailplanes, all serial numbers as identified in the TN.

Definitions:

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

The TN: Schempp-Hirth Technical Note (TN) 278-40, 286-36, 295-33, 328-14 and 798-4 (published as single document).

Reason:

During an aero tow of a Standard Cirrus, the pendulum elevator disconnected. The technical investigation concluded that the elevator attachment was not properly locked. Due to similarity of design, this kind of event could also occur on other Schempp-Hirth sailplanes, including Nimbus-2M powered sailplanes.

This condition, if not corrected, could lead to failure of the elevator connection and loss of control of the (powered) sailplane.

To address this potential unsafe condition, Schempp-Hirth published the TN, providing instructions to install an optical indicator and to update the aircraft flight manual (AFM).

For the reasons described above, this AD requires installation of an optical indicator and amendment of the AFM.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Within 90 days after the effective date of this AD, modify the (powered) sailplane by installing an optical indicator in accordance with the instructions of the TN.

AFM Amendment:

- (2) Concurrently with the modification of the (powered) sailplane as required by paragraph (1) of this AD, amend the AFM of that (powered) sailplane in accordance with the instructions of the TN, inform all pilots and, thereafter, operate the (powered) sailplane accordingly.

Ref. Publications:

Schempp-Hirth TN 278-40, 286-36, 295-33, 328-14, 798-4 (single document) dated 07 August 2020.

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

Remarks:

1. This Proposed AD will be closed for consultation on 20 November 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.



4. For any question concerning the technical content of the requirements in this PAD, please contact: Schempp-Hirth Flugzeugbau GmbH, Krebenstr. 25, 73230 Kirchheim/Teck, Germany, Telephone: +49 7021 7298-199, Email: info@schempp-hirth.com.

