



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-037**

**Issued: 30 March 2022**

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):

Arcus M and Arcus (powered) sailplanes and Ventus-3M powered sailplanes

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

**TCDS Number(s):** EASA.A.532 and EASA.A.627

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA – Aircraft Flight Manual – Amendment

### Manufacturer(s):

Schempp-Hirth Flugzeugbau GmbH (Schempp-Hirth)

### Applicability:

Arcus M and Arcus (powered) sailplanes all manufacturer serial numbers (s/n), and Ventus-3M powered sailplanes, all s/n.

### Definitions:

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

**The TN:** Schempp-Hirth Technical Note (TN) No. A532-9 or TN No. 627-3, as applicable.

### Reason:

An occurrence was reported of obstructed rudder deflection on an Arcus M powered sailplane. Subsequent investigation results determined that an undetected axial play of the rudder lower attachment, possibly resulting from a hard landing, could be a contributing factor to the event. Due to design similarity, Arcus sailplanes and Ventus-3M powered sailplanes are potentially also affected.



This condition, if not detected and corrected, could lead to limited authority of the (powered) sailplane yaw control, possibly resulting in reduced control of the (powered) sailplane.

To address this unsafe condition, Schempp-Hirth issued the TN, providing instructions to amend the applicable Aircraft Flight Manual (AFM) to incorporate daily inspections of the lower rudder attachment.

For the reasons described above, this AD requires amendment of the applicable AFM and accomplishment of daily checks of the lower rudder attachment to detect axial play and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **AFM Amendment / Inspection(s) / Check(s):**

- (1) Within 90 days after the effective date of this AD, amend the applicable AFM in accordance with the instructions of the TN and, thereafter, during each daily inspection, and before next flight after a hard landing, accomplish a check of the lower rudder attachment in accordance with the updated AFM daily inspection instructions (see Note 1 of this AD).

Amending the applicable AFM of a (powered) sailplane by incorporating a later AFM revision, which includes the same content as referenced in the TN, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Note 1: The action 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 a powered sailplane 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 / check as required by paragraph (1) of this AD, any axial play is detected, before next flight, contact Schempp-Hirth for approved instructions and accomplish those instructions accordingly.

#### **Terminating Action(s):**

- (3) None.

#### **Ref. Publications:**

Schempp-Hirth Flugzeugbau GmbH TN No. A532-9 original issue dated 28 January 2022.

Schempp-Hirth Flugzeugbau GmbH TN No. 627-3 original issue dated 28 January 2022.

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



**Remarks:**

1. This Proposed AD will be closed for consultation on 27 April 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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, Krehenstr. 25, 73230 Kirchheim/Teck, E-mail: [info@schempp-hirth.com](mailto:info@schempp-hirth.com).

