



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-138

Issued: 13 November 2024

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):

Standard Cirrus

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

TCDS Number(s): EASA.A.278

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Horizontal Tailplane Drive Lower Bearing – Modification

Manufacturer(s):

SCHEMPP-HIRTH Flugzeugbau GmbH (Schempp-Hirth)

Applicability:

Standard Cirrus, model Standard Cirrus sailplanes, having serial number 21, 23, 27, 30, 32, 33, 34, 36 through 52 inclusive and 54 through 120 inclusive.

Definitions:

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

Affected part(s): EL6 lower ball bearing (identified as 'type 1a' in the TN) or self-aligning lower ball bearing (identified as 'type 1b' in the TN) of elevator drive fitting.

Serviceable part: Lower bearing ring with inner bronze bushing having Part Number HS4-30.013/1 (identified as 'type 1d' in the TN).

The TN: Schempp-Hirth Technical Note (TN) 278-25 revision 1.



Reason:

Occurrences of broken outer race of the lower ball bearing of the all-moving horizontal tailplane drive fitting were reported. Investigation showed that the other two existing bearings solutions are not affected.

This condition if not detected and corrected could lead to jamming of the tailplane drive and in consequence to loss of control of the sailplane.

To address this potential unsafe condition SCHEMPP-HIRTH issued the TN providing instructions to determine which type of the lower bearing type is fitted on the sailplane and to replace affected parts.

For the reason described above, this AD requires a one-time inspection to determine which type of the lower bearing type is fitted on the sailplane and, depending on findings, replacement of affected part with serviceable part.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection:

- (1) Within 4 months after the effective date of this AD, inspect the elevator drive fitting in accordance with the instructions of the TN.

Modification:

- (2) If, during the inspection as required by paragraph (1) of this AD, an affected part is found installed, within 4 months after the effective date of this AD replace that affected part with a serviceable part in accordance with the instructions of the TN.

Part Installation:

- (3) From the effective date of this AD do not install an affected part on any sailplane.

Ref. Publications:

SCHEMPP-HIRTH TN 278-25 revision 1 dated 09 July 2024.

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 11 December 2024.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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, Kребenstr. 25, 73230 Kirchheim, Germany. Telephone: +49 7021 72980; e-mail: info@schempp-hirth.com

