



## Emergency Airworthiness Directive

**AD No.:** 2022-0066-E

**Issued:** 11 April 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:** 13 April 2022

**TCDS Number(s):** EASA.A.098

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2022-0043R1 dated 24 March 2022.

## 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 models, all serial numbers (s/n) on which Scheibe modification (mod) 653E.41-S10 or mod 653C-41-S10.1 has been embodied in production;

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

Scheibe SF 25 E powered sailplanes, s/n 4323 to 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 Revision 1.



**Affected part:** Control sticks, for both left-hand (LH) and right-hand (RH) sides, except those having Part Number (P/N) 20093, P/N 20093/G, P/N 20094 or P/N 20094/G.

**Serviceable part:** Any LH control stick having P/N 20093 or P/N 20093/G; and any RH control stick having P/N 20094 or P/N 20094/G.

**Groups:** Group 1 are Scheibe SF 25 powered sailplanes on which Scheibe mod 653E.41-S10 has been embodied in production, except those also having mod 653C-41-S10.1 embodied in production; Scheibe SF 25 C powered sailplanes, s/n 44147 to 44716 inclusive; Scheibe SF 25 E powered sailplanes, s/n 4323 to 4365 inclusive and Scheibe SF 25 K powered sailplanes, all s/n. Group 2 are SF 25 powered sailplanes on which mod 653C-41-S10.1 has been embodied in production.

**Reason:**

An occurrence was reported of finding fracture in a RH control stick of a powered sailplane, located above the weld seam at the transfer joint. 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 ingress.

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

To address this unsafe condition, Scheibe issued the original issue of TM/SB 653-96 to provide inspection and replacement instructions.

Consequently, EASA issued Emergency AD 2022-0043-E (later revised) to require repetitive inspections of each affected part to detect corrosion and replacement of each affected part with a serviceable part.

Since EASA AD 2022-0043R1 was issued, it was identified that powered sailplanes on which Scheibe mod 653C-41-S10.1 is embodied are also affected by this unsafe condition.

For the reason described above, this AD retains the requirements of EASA AD 2022-0043R1, which is superseded, and expands the Applicability.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within the compliance time defined in Table 1 of this AD, as applicable, 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 in accordance with the instructions of the TM/SB (see Note 2 of this AD).



Table 1 – Initial Inspection of Affected Parts

| Group | Compliance Time  |
|-------|--|
| 1     | Before next flight after 15 March 2022 [the effective date of EASA AD 2022-0043-E] |
| 2     | Before next flight after the effective date 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 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 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 the compliance time defined in Table 2 of this AD, as applicable, replace each affected part with a serviceable part in accordance with the instructions of the TM/SB.

Table 2 – Affected Part Replacement

| Group | Compliance Time  |
|-------|--|
| 1     | Within 20 months after 15 March 2022 [the effective date of EASA AD 2022-0043-E] |
| 2     | Within 20 months after the effective date of this AD                             |

**Terminating Action:**

- (4) Replacement on a powered sailplane 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 applicable), as required by paragraph (1) of this AD for that powered sailplane.
- (5) Replacement on a powered sailplane of each affected part 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.



**Credit:**

- (6) Inspections, corrective actions, and modification accomplished before the effective date of this AD, in accordance with the instructions of the original issue of Scheibe TM/SB 653-96 is an acceptable method to comply with the initial requirements of this AD.

**Part(s) Installation:**

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

**Ref. Publications:**

Scheibe TM/SB 653-96 original issue dated 02 March 2022, or Revision 1 dated 04 April 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](mailto: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](mailto:info@scheibe-aircraft.de).

