

Airworthiness Directive

AD No.: 2020-0260

Issued: 26 November 2020

Note: This 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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

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: 10 December 2020

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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 06 November 2020 as PAD 20-176 for consultation until 20 November 2020. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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: Schempp-Hirth Flugzeugbau GmbH, Krebenstr. 25, 73230 Kirchheim/Teck, Germany, Telephone: +49 7021 7298-199, Email: info@schempp-hirth.com.

