

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0200-E</p> <p>Date: 06 October 2015</p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: SCHEIBE AIRCRAFT GmbH</p>	<p>Type/Model designation(s): SF 25 C powered sailplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.098</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
ATA 78	Exhaust – Exhaust Duct / End-pipe – Inspection / Modification	
<p>Manufacturer(s):</p>	<p>Scheibe-Aircraft-GmbH (formerly Sportavia-Pützer GmbH&Co.KG, Scheibe Flugzeugbau GmbH).</p>	
<p>Applicability:</p>	<p>Scheibe SF 25 C powered sailplanes, all manufacturer serial numbers equipped with a Rotax 914 F3 engine.</p>	
<p>Reason:</p>	<p>Analysis accomplished by the Scheibe-Aircraft-GmbH (Scheibe) revealed a possibility of the exhaust end-pipe cracking as a consequence of resonance vibrations.</p> <p>This condition, if not detected and corrected, could lead to failure of the engine exhaust end-pipe resulting in fire in the engine compartment and reduced control of powered sailplane.</p> <p>To address this potential unsafe condition Scheibe issued Technische Mitteilung / Service Bulletin (TM/SB) 653-94 to provide inspection and modification instructions.</p> <p>For the reasons described above, this AD requires repetitive inspections of the engine exhaust end-pipe and, depending on findings, corrective action. This AD also requires modification of the affected exhaust end-pipe.</p>	
<p>Effective Date:</p>	<p>08 October 2015</p>	
<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before next flight after the effective date of this AD and, thereafter during each daily inspection, inspect the exhaust end-pipe in accordance with</p>	

	<p>the instructions of Scheibe TM/SB 653-94.</p> <p>(2) Inspection of the exhaust end-pipe, as required by paragraph (1) of this AD, can be accomplished by the pilot-owner in accordance with provisions of Commission Regulation (EU) 1321/2014 Part M.</p> <p>(3) If, during any inspection, as required by paragraph (1) of this AD, cracked exhaust end-pipe is detected, before next flight, replace the affected exhaust end-pipe with a part modified in accordance with the instructions of Scheibe TM/SB 653-94.</p> <p>(4) Unless accomplished as required by paragraph (3) of this AD, within 6 months after the effective date of this AD, modify the exhaust end-pipe in accordance with the instructions of Scheibe TM/SB 653-94.</p> <p>(5) After modification of a powered sailplane, as required by paragraph (3) or (4) of this AD, installation on that powered sailplane of an exhaust end-pipe is allowed, provided the part has been modified in accordance with the instructions of Scheibe TM/SB 653-94.</p> <p>(6) Modification of a powered sailplane, as required by paragraph (3) or (4) of this AD, constitutes terminating action for repetitive inspections as required by paragraph (1) of this AD.</p>
Ref. Publications:	<p>Scheibe TM/SB 653-94 original issue, dated 24 September 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 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 public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: <p style="margin-left: 40px;">Scheibe Aircraft GmbH, Hartmut Sammet, Am Flugplatz 5, D-73540 Heubach. Email: info@scheibe-aircraft.de.</p>