

Scheibe- Flugzeugbau GmbH August- Pfaltz- Str. 23 85221 Dachau LBA- Approval LBA.NSD.008	<b>Service Bulletin 653-76</b> only in connection with Modification 121 (ROTAX 912A) and 165 (ROTAX 912 S)	<b>SF 25C</b> TC: 653 Page 1 of 1
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**Subject:** Emendation and correction of Flight- and Maintenance Manual Edition MARCH 1997 with Change 3, dated 31/01/1999 (German and English edition)

**Affected:** Motorglider of Scheibe Flugzeugbau GmbH of the following types:  
**SF 25 C: all Serial number, but only, if engine**  
ROTAX 912 A (Modification 121) or 912 S (Modification 165) is installed.

**Urgency:** a) German language Flight- and Maintenance Manual within the next 10 Flight hours.  
b) English language Manual before next flight.

**Reason:**

1. The English edition of the valid Flight manual, edition March 1997 with change 3, dated 31.01.1999 includes wrong tables about endurance under chapter 3.4 (kilometre instead of miles).
2. The valid Maintenance manual, edition March 1997, with change 2, dated 31.01.1999 must be changed under chapter 2.2. The method of oil level check has been changed.
3. Procedure of preparing for approach and go around and also increasing of power at operation of the electric constant speed propeller
4. Use of voltmeter together with low voltage lamp instead of the previous Ampéremeter is recommended.
5. The urgent recommendation must be included into the Flight Manual, **not** to turn the propeller against the normal operation direction.

**Actions:**

1. Following pages: Title page, 4, 8, 13, 16, 19, 26 of Flight Manual, (English and German edition March 1997, Change 3, dated 31.01.1999, **LBA** approved on 13. August 1999), must be changed against same pages with Change 4, dated 15.01.2003.
2. Following pages: Title page, 10, 18 and 19 of Maintenance Manual, (German edition March 1997, Change 2, dated 31.01.1999), must be changed against same pages with change 4, dated 15.01.2003.
3. Following pages: Title page, 11, 19 and 20 of Maintenance Manual, (English edition March 1997, Change 2, dated 31.01.1999), must be changed against same pages with change 4, dated 15.01.2003.
4. Following pages: Title page, 4, 8, 13, 16, 19, 26 of Flight Manual, (**FAA**-approved edition March 1997, Change 3, dated 31.01.1999,), must be changed against same pages with Change 4, dated 15.01.2003.
5. Following pages: Title page, 9, 17 und 18 of Maintenance Manual, (**FAA**-approved edition March 1997, Change 2, dated 31.01.1999), must be changed against same pages with change 4, dated 15.01.2003.
6. Place placard according to AFM chapter I.15.15 on top of engine cowling.

**Weight and Balance:** not affected

**Remarks:** This action can be made from each skilled person. A log book entry is to made.

SCHEIBE- Flugzeugbau GmbH

Musterprüfleitstelle

LBA- anerkannt:



Dachau, den 15.01.2003  
LBA.NSD.008

(Haferkorn)

FAA MCAI INFORMATION FORM

To: Airworthiness – Authority of



Aircraft Certification Service  
Federal Aviation Administration

In support of the FAA's actions to address your country's mandatory continued airworthiness information (MCAI) in the United States, please provide the items highlighted below by ..... IF not contained in the referenced airworthiness directive (AD) or Service information.

<u>Aircraft Manufacturer/ Model</u>	<u>ECAA AD/Revision No./ Date</u>	<u>Service Bulletin/ Revision No./ Date</u>
SF 25 C	2003-160	653-76

1. Describe the unsafe condition, AND its root cause. Include description of how the problem could affect the safe operation of the airplane.
  1. The English edition of the valid Flight manual, edition March 1997 with change 3, dated 31.01.1999 includes wrong tables about endurance under chapter 3.4 (kilometre instead of miles).
  2. Some Flight Manual changes for a safer operation and in case of changes of ROTAX engine operation manual.
2. Provide the number and description of occurrences that prompted the AD.  
NO
3. What is the compliance time and consequence if extended? What would be considered an appropriate grace period for compliance?
  - a) German language Flight- and Maintenance Manual within the next 10 Flight hours.
  - b) English language Manual before next flight.
4. Cost of parts and/ or installation work hours for the owner/ operator (data from the manufacturer and their supplier, if applicable)  
For Flight Manual with Revision 1 or 2: EURO 19,00  
For Flight Manual with Revision 3: EURO --;--
5. If parts are required, are they available for all aircrafts?  
N/A
6. What category best describes the cause of the unsafe condition:
 

<input type="checkbox"/> Design Problem	<input type="checkbox"/> Quality Control Problem	<input checked="" type="checkbox"/> Operational
<input type="checkbox"/> Maintenance	<input type="checkbox"/> Unapproved Parts	<input type="checkbox"/> Other (Specify)
7. Should a ferry flight be permitted? If no, why not?  
 Yes       No  
Not necessary for the LBA AD  
Only Revision of Flight Manual
8. Number of aircraft affected, by model designation and serial number (U.S. registered and worldwide)  
US-Registered: Only 1  
Worldwide: 170
9. Is further action anticipated to be necessary to correct this unsafe condition? If so, please provide description and recommended compliance time.  
N/A
10. Other:  
N/A

Date: 09-22-2003