



Airworthiness Directive

AD No.: 2026-0197

Issued: 16 October 2026

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, or Annex Vb Part M.L.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 M.L.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:

SCHEMPP-HIRTH FLUGZEUGBAU GmbH

Type/Model designation(s):

Ventus-3M powered sailplanes

Effective Date: 30 October 2026

TCDS Number(s): EASA.A.627

Foreign AD: Not applicable

Supersedure: None

ATA 24 – Electrical Power – Charge Controller – Modification

Manufacturer(s):

Schempp-Hirth Flugzeugbau GmbH (Schempp-Hirth)

Applicability:

Ventus-3M powered sailplanes having serial numbers (s/n) 021 MP up to s/n 084 MP (inclusive), s/n 091 MP up to s/n 100 MP (inclusive), s/n 102 MP up to s/n 111 MP (inclusive), and s/n 115 MP up to s/n 125 MP (inclusive).

Definitions:

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

The TN: Schempp-Hirth Technical Note (TN) No. 627-16 Revision 1.

Groups: Group 1 powered sailplanes are those on which the charge controller is installed without spacer sleeves, as described in Action 2 of the TN. Group 2 powered sailplanes are those that are not Group 1.

Reason:

It has been determined that if the engine of a powered sailplane is operated for an extended period at high ambient temperatures and with high charging current, the charge controller may fail, due to overheating.



This condition, if not corrected, could lead to damage of the electrical components of the engine control system, possibly resulting in engine in-flight shut-down and reduced control of the sailplane.

To address this potential unsafe condition, Schempp-Hirth published the TN, providing instructions for inspection and modification of the installation of the charge controller.

For the reason described above this AD requires modification of the installation of the charge controller.

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:

Modification:

- (1) For Group 1 powered sailplanes: Within 2 months after the effective date of this AD, modify the installation of the charge controller on the powered sailplane in accordance with the instructions of Action 2 of the TN.

Part(s) Installation:

- (2) For Group 1 and Group 2 powered sailplanes: From the effective date of this AD it is allowed to (re)install the charge controller on a powered sailplane, provided that the installation is compliant with the requirements of paragraph (1) of this AD.

Ref. Publications:

Schempp-Hirth Technical Note No. 627-16 original issue dated 17 August 2026, and Revision 1 dated 07 October 2026.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 13 November 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA [Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety 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, Germany. Telephone: +49 7021 72980; e-mail: info@schempp-hirth.com.



TRADUCTION DE COURTOISIE

de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2026-0197

SCHEMPP-HIRTH FLUGZEUGBAU GmbH

Planeurs motorisés

Ventus-3M

Alimentation électrique – Régulateur de charge – Modification

DATE D'ENTREE EN VIGUEUR :

30 Octobre 2026

CONSTRUCTEUR(S) :

Schempp-Hirth Flugzeugbau GmbH (Schempp-Hirth)

APPLICABILITE :

Les planeurs motorisés Ventus-3M portant les numéros de série (S/N) allant de 021 MP à 084 MP (inclus), de 091 MP à 100 MP (inclus), de 102 MP à 111 MP (inclus) et de 115 MP à 125 MP (inclus).

DEFINITIONS :

Les définitions suivantes s'appliquent dans le cadre de cette CN :

La TN : Note technique (TN) Schempp-Hirth n° 627-16, révision 1.

Groupes: Les planeurs motorisés du groupe 1 sont ceux sur lesquels le régulateur de charge est installé sans entretoises, comme décrit dans l'action 2 de la TN. Les planeurs motorisés du groupe 2 sont ceux qui n'appartiennent pas au groupe 1.

RAISON :

Il a été établi que si le moteur d'un planeur motorisé fonctionne pendant une période prolongée à des températures ambiantes élevées et avec un courant de charge important, le régulateur de charge peut tomber en panne en raison d'une surchauffe.

Si elle n'est pas corrigée, cette situation pourrait entraîner des dommages aux composants électriques du système de commande du moteur, pouvant aller jusqu'à un arrêt du moteur en vol et une perte partielle de contrôle du planeur.

Afin de remédier à cette situation potentiellement dangereuse, Schempp-Hirth a publié la TN fournissant des instructions pour l'inspection et la modification de l'installation du régulateur de charge.

Pour la raison décrite ci-dessus, cette CN impose la modification de l'installation du régulateur de charge.

ACTIONS ET DELAIS D'APPLICATION :

Requises telles que précisées dans cette CN, sauf si ces actions requises par cette CN ont déjà été réalisées :

Modification :

- (1) Pour les planeurs motorisés du groupe 1 : dans un délai de deux mois à compter de la date d'entrée en vigueur de cette CN, modifier l'installation du régulateur de charge sur le planeur motorisé conformément aux instructions de l'action 2 de la TN.

Installation des pièces :

- (2) Pour les planeurs motorisés des groupes 1 et 2 : à compter de la date d'entrée en vigueur de cette CN, il est autorisé de (re)monter le régulateur de charge sur un planeur motorisé, à condition que cette installation soit conforme aux exigences du paragraphe (1) de cette CN.

DOCUMENTS DE REFERENCE :

Note technique Schempp-Hirth n° 627-16, version originale datée du 17 août 2026, et révision 1 datée du 7 octobre 2026..

L'utilisation de révisions approuvées ultérieurement des documents susmentionnés est acceptable pour la conformité aux exigences de cette CN.

REMARQUES :

[...]