EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0039-E **Date: 11 March 2010** Note: This Emergency Airworthiness Directive (EAD) 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

This EAD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
SCHEMPP-HIRTH Flugzeugbau GmbH	Nimbus-4M, Nimbus-4DM and Ventus-2cM Powered Sailplanes

TCDS Number :	EASA.A.063 and LBA 825
Foreign AD :	Not applicable
Supersedure :	None

ATA 72	**Engine - Starter Ring Gears - Inspection / Replacement**
Manufacturer(s):	SCHEMPP-HIRTH Flugzeugbau GmbH
Applicability:	All Ventus-2cM powered sailplanes up to Serial Number (S/N) 136 (inclusive) with engine Solo 2625-01 with no slip clutch installed and with starter ring gear with lightening holes. All Nimbus-4DM powered sailplanes up to S/N 56 (inclusive) with engine Solo 2625-02 with no slip clutch installed and with starter ring gear with lightening holes. All Nimbus-4M powered sailplanes up to S/N 17 (inclusive) with engine Solo 2625-02 with no slip clutch installed and with starter ring gear with lightening holes.
Reason:	A crack has been detected at the edge of a starter ring gear lightening hole on a Ventus-2cM. Cracks have been also detected in starter ring gears of powered sailplanes of another manufacturer with a very similar design. The consequences of these cracks led to the loosening of parts. This condition, if not corrected, could result in similar damages on the above-mentioned SCHEMPP-HIRTH powered sailplanes.

	For the reasons stated above, this EAD requires the inspection of the starter ring gear, and the accomplishment of the relevant corrective actions (replacement) as necessary. Replacement of the starter ring gear constitutes an optional terminating action for the repetitive inspections.
Effective Date:	13 March 2010
Required Action(s) and Compliance Time(s):	Required as indicated: (1) Before next flight after the effective date of this EAD, perform a detailed inspection of the starter ring gear in accordance with paragraph "ACTION 1" of the SCHEMPP-HIRTH Technical Note (TN) No. 825-49 / 868-20. (2) If no crack is found, and until the insertion in the Flight Manual of the updated pages regarding the Daily Inspection (in accordance with paragraph "ACTION 1" of the SCHEMPP-HIRTH TN No. 825-49 / 868-20), during each Daily Inspection, repeat the detailed inspection of the starter ring gear in accordance with paragraph "ACTION 1" of the SCHEMPP-HIRTH TN No. 825-49 / 868-20. (3) If any crack is detected on the starter ring gear during the inspections required by paragraphs (1) and (2) of this EAD, before next engine operation: (3.1) Replace the starter ring gear with a new starter ring gear **without** lightening holes in accordance with paragraph "ACTION 2" of the SCHEMPP-HIRTH TN No. 825-49 / 868-20. (3.2) Remove the updated pages of the Flight Manual if they have been introduced by "ACTION 1" of the SCHEMPP-HIRTH TN No. 825-49 / 868-20. (4) At the operator's discretion, replace the starter ring gear with lightening holes with a new starter ring gear **without** lightening holes in accordance with paragraph "ACTION 2" of the SCHEMPP-HIRTH TN No. 825-49 / 868-20. Installation of a starting ring gear **without** lightening holes terminates the repetitive inspection requirements of paragraph (2) of this EAD. **Note:** The repetitive inspections required by this EAD may be accomplished by the flight crew or the pilot-owner in accordance with the provisions of Part M and Part-145.
Ref. Publications:	SCHEMPP-HIRTH TN No. 825-49 / 868-20, dated 08. February 2010. Flight Manual revised as per SCHEMPP-HIRTH TN No. 825-49 / 868-20. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this EAD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this EAD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.

	3. Enquiries regarding this EAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this EAD, please contact: SCHEMPP-HIRTH, Flugzeugbau GmbH, Krebenstrasse 25, 73230 Kirchheim / Teck, GERMANY Telephone: + 49 (0) 7021-7298317, Fax: + 49 (0) 7021-7298199 E-Mail: Krauter@schempp-hirth.com