



**SUBJ:** Engine – Starter Ring Gears

*This is information only. Recommendations aren't mandatory.*

## **Introduction**

This Special Airworthiness Information Bulletin informs you of an airworthiness concern on Schempp-Hirth Models Nimbus-4M, Nimbus-4DM, and Ventus 2cM powered sailplanes.

These sailplanes are not type certificated in the United States (U.S.) and, therefore, the condition is not addressed by Federal Aviation Administration Airworthiness Directive (AD) action. However, these sailplanes could be operating in the U.S. with an experimental airworthiness certificate or other means.

## **Background**

On a Ventus-2cM, a crack was detected on the starter ring gear at the edge of a lightening hole. Cracks were detected on starter ring gears of powered sailplanes of another manufacturer with a very similar design, which led to a loosening of parts. It must be expected that similar damage can occur on the above-mentioned aircraft. Schempp-Hirth has issued Technical Note 825-49/868-20 to address this condition.

The European Aviation Safety Agency (EASA) issued Emergency Airworthiness Directive 2010-0039-E, dated March 11, 2010. This airworthiness directive requires an inspection of the starter ring gear and the accomplishment of the relevant corrective actions as necessary.

The actions specified by the EASA AD are intended to prevent substantial damage to the aircraft.

## **Recommendations**

We recommend all owners and operators comply with actions outlined in EASA AD 2010-0039-E and Technical Note 825-49/868-20.

## **For Further Information Contact**

Gregory Davison, Aerospace Engineer, FAA Small Airplane Directorate, Room 301, 901 Locust Street, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090; email: Gregory.Davison@faa.gov

## **For Related Service Information Contact**

Schempp-Hirth Flugzeugbau GmbH  
Krebenstrasse 25  
D-73230 Kirchheim/Teck  
Germany  
Phone: +49 7021 7298 0  
Fax: +49 7021 7298 199  
Email: info@schempp-hirth.com