


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0034</p> <p>Date: 18 February 2009</p> <p>Note: This 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 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].</p>		
<p>Type Approval Holder's Name :</p> <p>SCHEMPP-HIRTH Flugzeugbau GmbH</p>	<p>Type/Model designation(s) :</p> <p>Ventus-2cM powered-sailplanes</p>	
<p>TCDS Number : Germany TCDS No. 825/PS</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: This AD supersedes LBA LTA 2009-019 dated 06 February 2009.</p>		
<p> </p>		
ATA 71	Powerplant System – Attach Fittings – Exchange of Attachment Bolts	
<p> </p>		
<p>Manufacturer(s):</p>	<p>SCHEMPP-HIRTH Flugzeugbau GmbH</p>	
<p>Applicability:</p>	<p>Model Ventus-2cM powered-sailplanes, with serial numbers from 200 through 225 inclusive.</p>	
<p>Reason:</p>	<p>It has been reported by the manufacturer that the connection to the fuselage of the front suspension of the extension/retraction mechanism for the engine for self-launching powered sailplanes manufactured in 2007/2008 where manufactured with excessive tolerances. Due to manufacturing tolerance in the production process it is possible that on the serial numbers listed above the screw-in depth for the connection to the fuselage of the front suspension of the extension/retraction mechanism is not sufficient.</p> <p>The actions specified by this AD are intended to prevent loosening of the screw connection to the fuselage of the front suspension of the extension/retraction mechanism which could result in a malfunction of the extension/retraction mechanism and damage to the powered sailplane.</p>	
<p>Effective Date:</p>	<p>04 March 2009</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p><u>For serial numbers 200 up to 219:</u></p> <p>(1) Before further engine operation after the effective date of this AD, check for loose attachments the front suspension of the engine extension / retraction mechanism as instructed in paragraph 'actions' of the Schempp-Hirth Technical Note 825-47 original issue. If any loose attachment is found, before further flight replace the attaching bolts of the front suspension of the extension/retraction in accordance with the paragraph 'actions' of the Schempp-Hirth Technical Note 825-47 original issue.</p> <p>(2) Within 28 days after the effective date of this AD, replace the attaching bolts of the front suspension of the extension/retraction in accordance with the paragraph 'actions' of the Schempp-Hirth Technical Note 825-47 original issue.</p> <p><u>For serial numbers 220 up to 225:</u></p> <p>Within 28 days or before further engine operation after the effective date of this AD, whichever occurs first, replace the attaching bolts of the front suspension of the extension/retraction in accordance with the paragraph 'actions' of the Schempp-Hirth Technical Note 825-47 original issue.</p>
<p>Ref. Publications:</p>	<p>SCHEMPP-HIRTH Technical Note No. 825-47 original issue dated 19 December 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD 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 AD, please contact: SCHEMPP-HIRTH, Flugzeugbau GmbH, Krebenstrasse 25, 73230 Kirchheim/Teck, GERMANY Telephone: + 49 (0) 7021-7298317, Facsimile: + 49 (0) 7021-7298199, E-Mail: Krauter@schempp-hirth.com