



Airworthiness Directive

AD No.: 2019-0082

Issued: 12 April 2019

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

STEMME AG

Type/Model designation(s):

S 12 powered sailplanes

Effective Date: 26 April 2019

TCDS Number(s): EASA.A.054

Foreign AD: Not applicable

Supersedure: None

ATA 34 – Navigation – Airspeed Indicator – Inspection / Replacement

Manufacturer(s):

Stemme AG

Applicability:

S 12 powered sailplanes, serial numbers 12-002 to 12-021 inclusive.

Definitions:

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

Affected part: Airspeed indicators (ASI) having Stemme Part Number (P/N) IF-W230 (unit: knots) or Stemme P/N IF-W190 (unit: kph), except those that have passed (no non-conformities found) an inspection in accordance with the instructions of the SB.

Serviceable part: Any ASI with correct markings, as applicable to configuration.

The SB: Stemme AG Service Bulletin (SB) P062-980027.

Reason:

During a production inspection of a new powered sailplane, an ASI was found with speed markings inconsistent with the approved and published values (begin of the white and green arc). Subsequent investigation of the production records for delivered Stemme S 12 powered sailplanes does not exclude that a similar, non-conforming ASI was installed during production.



This condition, if not corrected, could lead to erroneous information being provided to the pilot, particularly at the lower speed operation limits, possibly resulting in reduced control of the powered sailplane.

To address this unsafe condition, Stemme AG issued the SB to provide inspections instructions.

For the reason described above, this AD requires a one-time inspection of the markings of the affected part and, depending on findings, amending the Aircraft Flight Manual (AFM) and replacing the affected part. This AD also prohibits installation of affected parts.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 30 days after the effective date of this AD, inspect the markings of the ASI in accordance with the instructions of the SB, or in accordance with the applicable AFM, Chapter 2.3.

AFM Change:

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected as identified in the SB, before next flight, insert the temporary AFM page 2-3SB, as attached to the SB, into the AFM.

Replacement:

- (3) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected as identified in the SB, within 3 months after the effective date of this AD, or during the next scheduled maintenance visit after the inspection as required by paragraph (1) of this AD, whichever occurs first, replace the affected part with a serviceable part.
- (4) After removal of the affected part from a powered sailplane, as required by paragraph (3) of this AD, the AFM page 2-3SB can be removed from the AFM of that powered sailplane.

Parts Installation:

- (5) From the effective date of this AD, it is allowed to install an ASI on any powered sailplane, provided it is a serviceable part, as defined in this AD.

Ref. Publications:

Stemme AG SB P062-980027 original issue, dated 17 December 2018.

The use of later approved revisions of this 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. The result of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.



3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Stemme AG, Flugplatzstrasse F2 Nr. 6-7, 15344 Strausberg, GERMANY
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