

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2012-0154</b></p> <p><b>Date: 17 August 2012</b></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 AD applies, except in accordance with the requirements of that AD, 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><b>Design Approval Holder's Name:</b> Stemme GmbH &amp; Co. KG</p>		<p><b>Type/Model designation(s):</b> Stemme S10 powered sailplanes</p>
TCDS Number:	EASA. A. 054.	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 71</b>	<b>Power Plant – Fuel, Oil and Cooling Systems Hoses – Identification / Replacement</b>	
Manufacturer(s):	Stemme AG	
Applicability:	S10, S10-V and S10-VT powered sailplanes, all serial numbers.	
Reason:	<p>An occurrence has been reported of an engine fire during ground run of a S10-VT powered sailplane. The investigation results indicated that an unapproved fuel hose was installed in the engine fuel system of that aeroplane. Subsequent survey of some N-registered S 10 aeroplanes revealed more cases of installation of unapproved fuel, oil and cooling hoses on sailplanes engine systems.</p> <p>This condition, if not detected and corrected, could lead to a system leak with subsequent engine fire, possibly resulting in damage to the sailplane and/or injury of occupants.</p> <p>Prompted by these findings, Stemme GmbH developed a procedure for identification of these hoses, to have them removed from service.</p> <p>For the reasons described above, this AD requires a one-time review of the sailplane's maintenance records to determine whether a serviceable engine hose kit for fuel, oil and cooling systems has been installed and, depending on findings, replacement of the affected hoses with serviceable parts.</p>	
Effective Date:	31 August 2012	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 30 days after the effective date of this AD, review the sailplane maintenance records and identify whether the sailplane was maintained by a USA-based maintenance organisation, or provided by such a company with a hose kit for fuel, oil and cooling system.</li> <li>(2) If it is determined during the review, as required by paragraph (1) of this AD, that the sailplane was maintained by a USA-based maintenance organisation, and/or provided by such a company with a hose kit for fuel, oil and cooling system, before next flight, identify the latest replacement of the sailplane engine fuel, oil and cooling system hoses in the sailplane's Logbook in accordance with the instructions of Stemme GmbH Service Bulletin (SB) A31-10-093.</li> <li>(3) If, during identification as required by paragraph (2) of this AD, rubber hoses are found to be installed that have exceeded 5 years after their manufacturing date, and/or hoses for which no EASA Form 1 or Declaration of Conformity (DoC) can be identified, before next flight, replace the affected hoses with serviceable ones, in accordance with the instructions of Stemme GmbH SB A31-10-093.</li> <li>(4) Review of the maintenance history as required by paragraph (1) of this AD and identification of hoses as required by paragraph (2) of this AD may be accomplished by the Pilot Owner in accordance with the provisions of M.A.803 of Part M (Annex I to Commission Regulation (EC) No 2042/2003 of 20 November 2003 as amended by Commission Regulation (EC) No 1056/2008 of 27 October 2008).</li> </ol>
<p>Ref. Publications:</p>	<p>Stemme GmbH SB A31-10-093 at issue 1, dated 15 June 2012</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 03 July 2012 as PAD 12-073 for consultation until 07 August 2012. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Stemme AG, Flugplatzstraße F2, Nr. 7, D-15 344, Germany. Telephone: +49 (0) 3341 3612-0, Fax: +49 (0) 3341 3612-30 E-mail: Stemme AG–Service.</li> </ol>