



ÚŘAD PRO CIVILNÍ LETECTVÍ  
ČESKÁ REPUBLIKA  
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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-100/2004

Datum vydání 04. listopadu 2004

STEMME

STEMME S10

### KLUZÁK – OVLÁDÁNÍ KŘIDÉLEK – LOŽISKA - KONTROLA

**Týká se:** kluzáků Stemme S 10, vyrobených firmou Stemme, Strausberg, Germany, výrobních čísel:

- a) S10-V  
- S/N: 14-004 až 14-030  
S10-VT  
- S/N: 11-001 až 11-089
- b) S10  
- S/N: 10-03 až 10-56  
S10-V  
- S/N: 14-001 až 14-030 a všech přestavěných verzí 14-003M až 14-056M  
S10-VT  
- S/N: 11-001 až 11-089.

**Důvod vydání:** při výrobě kluzáku Stemme S 10 byly objeveny případy ztráty ložisek ovládací páky křidélek. Při následujících prohlídkách bylo zjištěno, že může během provozu dojít ke ztrátě ložisek ovládací páky křidélek.

**Datum účinnosti:** 23. prosince 2004

**Provést v termínech:**

Jak je popsáno v D-2004-443 od data účinnosti tohoto PZZ.

**Postup provedení prací:**

Dle D-2004-443 (příloha tohoto PZZ).

*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Shrbený.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě D-2004-443, který byl schválen EASA pod číslem 2004-9942.

**Ing. Pavel MATOUŠEK**  
ředitel

## Airworthiness Directive D-2004-443

### Luftfahrt-Bundesamt

Airworthiness Directive Section

Hermann-Blenk-Str. 26

38108 Braunschweig

Federal Republic of Germany

Effective Date: September 27, 2004

## Stemme

### Affected:

Kind of aeronautical product: Powered Sailplane

Manufacturer: Stemme, Strausberg, Germany

Type: Stemme S 10

Models affected: all

Serial numbers affected: a)

S10-V

- S/N: 14-004 up to 14-030

S10-VT

- S/N: 11-001 up to 11-089

b)

S10

- S/N: 10-03 up to 10-56

S10-V

- S/N: 14-001 up to 14-030 and all converted versions 14-003M up to 14-056M

S10-VT

- S/N: 11-001 up to 11-089

German Type Certificate No.: 846

**Subject:** Flight Controls – Aileron control system / loose bearings

### Reason:

A control lever with a loose bearing was found during the production of the powered sailplane S10. The following inspection of other levers has shown that a bearing may become loose during the operation of the powered sailplane.

Except for one connection, all the other connections between push-rods and levers are held in a fork-design that does not allow the joints to disengage due to a loose bearings. It is normally possible to find a slack bearing during the scheduled maintenance of the aircraft. A typical indication for a slack bearing is that it sticks out of its supporting lever.

The only joint which may completely disengage due to a loose bearing is the connection between the aileron control rod 10SQ-RMB and the connecting shaft 10SQ-RMW.

### Action:

- a. Inspection of the joint between the aileron control rod 10SQ-RMB and the connecting shaft 10SQ-RMW.
- b. Inspection of all control system joints with circular caulked hinge or ball bearings.  
Inspection of existence / if necessary installation of Safety washer in the aileron system.

The Actions must be done in accordance with the instructions given in the mentioned Service Bulletin.

### Compliance:

Action a: During every daily inspection until Action b has been done.

Action b: During the next scheduled maintenance action, but not later than December 31, 2004.

**Technical publication of the manufacturer:**

STEMME Service Bulletin No. A31-10-069 Amendment Index 01.a dated September 10, 2004 which becomes herewith part of this AD and may be obtained from Messrs.:

STEMME AG  
Flugplatzstraße F 2, Nr. 7  
D-15344 Strausberg  
Federal Republic of Germany  
Tel.: + 49.33 41 / 36 12 - 0 Fax: + 49.33 41 / 36 12 - 30  
Mail: P.Ellwanger@stemme.de

**Holders of affected aircraft registered in Germany have to observe the following:**

Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

**EASA-Approval**

Approved by EASA under Approval-No. 2004-9942 on September 27, 2004.

Enquiries regarding this Airworthiness Directive should be referred to Mr.Olaf Schneider, Airworthiness Directive Section at the above address,

fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

*LTA's / AD's and Technical Notes are published on the internet at <http://www.lba.de>*