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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0191-E

Datum účinnosti: 17. července 2007

STEMME GmbH & Co. KG

motorový kluzák S10-VT


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No.: 2007-0191-E</p> <p style="text-align: center;">Date: 13 July 2007</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name : STEMME GmbH & Co. KG	Type/Model designation(s) : S10-VT Powered Sailplanes
TCDS Number : EASA A.054	
Foreign AD: Not applicable	
Supersedure: Not applicable	
ATA 28	Fuel – Differential Fuel Pressure Sensor – Inspection / Replacement
Manufacturer(s):	STEMME AG
Applicability:	Model S10-VT, all serial numbers, if Fuel Pressure Sensor type 11AB-K01 is installed. Note: S10-VT serial numbers 084 and up have been delivered to their owners with a type 11AB-KD sensor installed. Unless a replacement of the sensor with a type 11AB-K01 has been done, this AD does not apply to those aircraft.
Reason:	<p>As a result of a fault report from a Stemme S10-VT operator, an investigation of the differential fuel pressure sensor 11AB-K01 was performed. The fault report describes a fuel leak through the air pressure line into the airbox. The fuel escaped through the drainage tubes. As a result of this investigation, the possibility of a leak to the engine compartment cannot be excluded.</p> <p>Differential fuel pressure sensor type 11AB-KD was designed end of year 2003 after the end of production of the old differential fuel pressure sensor 11AB-K01. The old differential fuel pressure sensor 11AB-K01 was installed into the serial production until April 2004. The differential fuel pressure sensor 11AB-K01 has a life time limitation of 5 years. The new differential fuel pressure sensor 11AB-KD has no life time limitation.</p> <p>Stemme AG has issued Service Bulletin A31-10-081, describing the repetitive inspection and ultimate replacement of the old differential fuel pressure sensor 11AB-K01. Some 32 installation kits (11AB-KIT) containing the type 11AB-KD sensor were provided to different owners of Stemme S10-VT aircraft in the period between April 2003 and May 2007. The Stemme-Group has no information about the installation of these kits.</p>
Effective Date:	17 July 2007

Compliance:	<p>Required as indicated, unless previously accomplished:</p> <ol style="list-style-type: none"> (1) Before next flight, insert the relevant flight manual page(s), as attached to Stemme SB A31-010-081, into the applicable Airplane Flight Manual (AFM), upgrading the third check item "Daily Inspection" according to chapter 4.3, subchapter 4.3.1 "Engine": "... installed differential fuel pressure sensor must be checked with fuel cock "OPEN" and main fuel pumps- "ON", for any signs of leakage in the area of case splitting." (2) If, during any of the daily inspections as required by the AFM insert of paragraph (1) of this directive, fuel leakage is found, before next flight, repair any damage and replace the type 11AB-K01 sensor with the new type 11AB-KD; (3) During the next maintenance event, but not later than 30 September 2007, replace any remaining type 11AB-K01 differential fuel pressure sensors with the new version 11AB-KD; (4) After installation of the 11AB-KD differential fuel pressure sensor, the additionally introduced page(s) as required by paragraph (1) of this directive may be removed from the AFM and the daily inspection is no longer required; (5) After 30 September 2007, no person may install a spare type 11AB-K01 differential fuel pressure sensor on any of the affected aircraft as a replacement part.
Ref. Publication:	Stemme SB No. A31-10-081 Amendment-Index 01.a dated 25 June 2007.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point – Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, please contact: STEMME GmbH & Co. KG Flugplatzstraße F 2, Nr. 7 15344 Strausberg Federal Republic of Germany Phone: + 49-33-41-3612-0 Fax: + 49-33- 41-3612-30 E-Mail: P.Ellwanger@stemme.de .