



## Emergency Airworthiness Directive

**AD No.:** 2022-0101-E

**Issued:** 02 June 2022

Note: This Emergency 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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):

S12 powered sailplanes

**Effective Date:** 06 June 2022

**TCDS Number(s):** EASA.A.054

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 57 – Wings – Outer Wing Connection – Inspection

### Manufacturer(s):

Stemme AG (Stemme)

### Applicability:

Stemme S12 powered sailplanes, serial numbers (s/n) 12-002 to 12-042 inclusive, and s/n 12-044.

### Definitions:

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

**Affected part:** Outer wings, having Part Number (P/N) 012403 (right-hand side) or P/N 012402 (left-hand side).

**The SB:** Stemme Service Bulletin (SB) P062-980060.

### Reason:

An occurrence was reported by the production line of the Stemme S12 of finding a deviation in the construction of the connection of the inner wing to the outer wing, resulting in a wrong positioning of the glass-fibre reinforced plastic (GFRP) blocks in the outer wing spar.



This condition, if not corrected, could lead to loss of structural integrity at the joint (connection) between the outer wing and inner wing, possibly resulting in rupture of the affected wing, with consequent loss of control of the sailplane.

To address this potential unsafe condition, Stemme identified the sailplanes possibly affected by this unintended production deviation and issued the SB, as defined in this AD, to provide instructions to determine the (correct) positioning of the GFRP blocks in the outer wing spars.

For the reasons described above, this AD requires a one-time inspection of each affected part and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Before next flight after the effective date of this AD, inspect each affected part in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected as defined in the SB, before next flight, contact Stemme for approved corrective action instructions and accomplish those instructions accordingly.

#### **Ref. Publications:**

Stemme SB P062-980060 original issue dated 20 May 2022.

The use of later approved revisions of the above-mentioned 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 results 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 Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be



installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

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  
Telephone: +49 3341 3612 0, FAX: +49 3341 3612 30, E-mail: [airworthiness@stemme.com](mailto:airworthiness@stemme.com).

