


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2015-0034-E	
	Date: 27 February 2015	
<p>Note: This Emergency 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 EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Design Approval Holder's Name:	Type/Model designation(s):	
STEMME GmbH & Co. KG	TSA-M powered sailplanes and ASP aeroplanes	
TCDS Numbers:	EASA.A.143 and EASA.A.612	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 27	Flight Controls – Aileron, Speed Brake and Flap Control Systems – Modification	
Manufacturer(s):	Stemme AG	
Applicability:	TSA-M powered sailplanes, S6 and S6-RT models, all manufacturer serial numbers (MSN); and ASP Model S15-1 aeroplanes, all MSN.	
Reason:	<p>A report was received concerning a broken fork head, installed in the speed brake control circuit of a TSA-M Model S6-RT powered sailplane. Preliminary investigation results revealed additional cases of bending defect of the same part, which were installed in the aileron and flaps control systems of the TSA-M type design. The same fork heads are also installed in the control systems of ASP Model S15-1 aeroplanes.</p> <p>This condition, if not corrected, could lead to failure of the flight control system, possibly resulting in loss of control of the aeroplane.</p> <p>For the reasons described above, this AD prohibits the operation of the affected aeroplanes pending the availability of a modification of the affected flight control systems in accordance with approved instructions.</p> <p>This AD is a temporary measure and further AD action may follow.</p>	
Effective Date:	02 March 2015	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Before next flight, after the effective date of this AD, modify the affected flight control systems, or take other actions, in accordance with a method approved by EASA.</p> <p>At the time of issuance of this AD, no design solution is available to restore the airworthiness of the type designs to a level corresponding to the respective approved type design specification.</p>
<p>Ref. Publications:</p>	<p>None.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 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 public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Stemme AG, Flugplatzstraße F2, Nr. 6-7, D-15344 Strausberg, Germany, Telephone: +49 (0) 3341/3612 0, E-mail: info@stemme.de.