

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**SMALL AIRPLANES, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2012-16

7/30/2012 - 8/12/2012



Federal Aviation Administration
Engineering Procedures Office, AIR-110
P.O. Box 25082
Oklahoma City, OK 73125-0460

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2012-01

2010-19-06 R1	COR	Turbomeca	Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and IS1 turboshaft
2011-26-10		Enstrom Helicopter Corporation	Rotorcraft: F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B
2011-27-09		Socata	TBM 700
2012-01-01		Various Aircraft	See AD
2012-01-02		Schempp-Hirth Flugzeugbau	Glider: Discus 2cT

Biweekly 2012-02

2011-18-12	S 82-13-05R1	Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and D; and AS355E, F, F1, F2, and N
2011-27-08		Agusta S.p.A.	Rotorcraft: A109S and AW109SP
2011-27-51		Hawker Beechcraft	1900, 1900C, 1900C (Military), 1900D
2012-01-07		BRP-Powertrain GmbH	Engine: Rotax 914 F2, 914 F3, and 914 F4 reciprocating
2012-01-11		Cirrus Design	SR22T
2012-02-05		Thielert Aircraft Engines GmbH	Engine: TAE 125-02-99 and TAE-125-02-114 reciprocating

Biweekly 2012-03

71-13-01R1		Lycoming Engines	Engine: TIO-540-A series
2012-01-03		Eurocopter France	Rotorcraft: AS332L2 and EC225LP
2012-02-02	S 2008-03-02	Cessna	172R and 172S
2012-02-06		Honeywell International	Engine: TPE331-10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and TPE331-11U
2012-02-10	S 2011-07-13	CPAC	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2012-02-13		Eurocopter France	Rotorcraft: EC130B4
2012-02-51	E	Bell Helicopter Textron Canada Limited	Rotorcraft: 206L, L-1, L-3, and L-4
2012-03-06	S 2011-15-10	Superior Air Parts, Lycoming Engines, and Continental Motors	Engine: Fuel injected reciprocating engines
2012-03-52	E	Mooney Aviation	M20TN and M20R

Biweekly 2012-04

2012-03-01		Eurocopter Deutschland	Rotorcraft: EC135 helicopters
2012-03-07		Lycoming Engines	Engine: See AD
2012-03-11	S 2010-03-06	Turbomeca S.A.	Engine: Arriel 2B and 2B1 turboshaft engines

Biweekly 2012-05

2010-11-09R1	R	Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99 reciprocating engines
2011-12-10	COR	Robinson Helicopter Company	R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters; R44 and R44 II helicopters
2011-27-04	COR	Hawker Beechcraft Corporation	95-C55, D55, E55, 58, and 58A airplanes
2012-03-52		Mooney	M20R and M20TN airplanes
2012-04-03		BRP-Powertrain GmbH & Co. KG	912 S2 and 912 S3 reciprocating engines; 914 F2 reciprocating engines

Biweekly 2012-06

2012-04-10		Burl A. Rogers	15AC and S15AC airplanes
2012-05-01		Eurocopter France	SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2012-05-09	S 2012-03-52	Mooney Aviation	M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, and M20TN airplanes

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2012-07

2012-06-13		DG Flugzeugbau GmbH	Gliders: DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, and DG-500MB PC-6, PC-6-HI, PC-6-H2, PC-6/350, PC-6/350-HI, PC-6/350-H2, PC-6/A, PC-6/A-HI, PC-6/A-H2, PC-6/B-H2, PC-6/BI-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/CI-H2 Rotorcraft: AB412
2012-06-16		Pilatus Aircraft	
2012-07-01		Agusta S.p.A.	

Biweekly 2012-08

2011-18-52		Agusta S.p.A.	AB139 and AW139 helicopters
2012-02-51		Bell Helicopter Textron Canada Limited	206L, 206L-1, 206L-3, and 206L-4 helicopters
2012-06-15		DG Flugzeugbau GmbH	DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, and DG-500/22 Elan sailplanes, DG-500M and DG-500MB powered sailplanes
2012-06-24	S 2009-14-11	Sikorsky	S-92A helicopters
2012-07-09		Turbomeca S.A.	Arrius 2F turboshaft engines
2012-08-01		Sikorsky	S-92A helicopters

Biweekly 2012-09

2012-08-18		Turbomeca	Arriel 2B and 2B1 turboshaft engines
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Biweekly 2012-10

2012-10-02		Hawker Beechcraft	58, G58
2012-10-51	E	Eurocopter Deutschland GmbH	EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters
2012-10-52	E	Hartzell Engine Technologies	Appliance: Turbocharger HET P/N 406610-0005 or P/N 406610-9005, P/N 406610-0005 or P/N 406610-9005, P/N 409836-0005
2012-10-53	E S 2012-10-51	Eurocopter Deutschland GmbH	EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters

Biweekly 2012-11

2012-10-01		Bell Helicopter Textron Canada Limited	427
2012-10-04		Cessna Aircraft Company	210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, P210N, 210R, T210R, P210R
2012-10-09	S 80-11-06	Piper Aircraft Inc	PA-31T, PA-31T1
2012-10-13	S 2011-25-51	Continental Motors Inc	TSIO-520-B, BB, D, DB, E, EB, J, JB, K, KB, N, NB, UB, VB; TSIO-550-K; TSIOF-550-K; IO-550-N

Biweekly 2012-12

2012-09-10		Pratt & Whitney Canada	PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines
2012-09-11		Eurocopter Deutschland GMBH	MBB-BK 117 C-1 and C-2 helicopters
2012-10-11		Burkhart GROB Luft- und Raumfahrt GmbH	GROB G 109 and GROB G 109B powered sailplanes
2012-10-52		Hartzell Engine Technologies	Appliance: See AD
2012-11-08		WACO Classic Aircraft Corporation	2T-1A, 2T-1A-1, 2T-1A-2:
2012-11-10		Alpha Aviation Concept Limited	R2160

Biweekly 2012-13

2012-10-14		SOCATA	TBM 700
2012-11-02		Eurocopter Deutschland	EC135 helicopters
2012-11-05		Enstrom	F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B helicopters
2012-11-12		Agusta	AW139 helicopters
2012-11-13		Aeronautical Accessories	See AD
2012-12-10		Agusta	AB139 and AW139 helicopters

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
2012-12-11		Bell Canada	206, 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3, and 206L-4 helicopters
2012-12-20		Turbomeca	Arriel 2C1, 2C2, and 2S2 turboshaft engines
2012-12-21		Eurocopter Deutschland	MBB-BK 117 C-2 helicopters
Biweekly 2012-14			
2012-13-04		Embraer	EMB-505
2012-14-06		Rolls-Royce Corporation	250-C20, -C20B, and -C20R/2 turboshaft engines
Biweekly 2012-15			
2012-13-10		PZL Swidnik S.A.	PZL W-3A helicopters
2012-13-11		Eurocopter Deutschland GmbH	MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1, MBB-BK 117 C-2, and BO-105LS A-3 helicopters
2012-14-07	S 2011-15-51	Bell Helicopter Textron Canada	407 and 427 helicopters
2012-14-08		Sikorsky Aircraft	S-92A helicopters
2012-14-10		Boeing Vertol	107-II helicopters
2012-14-11		Kawasaki Heavy Industries	KV107-II and KV107-IIA helicopters
2012-14-14		See AD	OH-58A, OH-58A+, and OH-58C helicopters
2012-14-14		Eurocopter Deutschland GmbH	MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters
2012-14-15		Honeywell International	Appliance: KGS200 Mercury ²
2012-15-04		Eurocopter France	EC155B1 helicopters
Biweekly 2012-16			
2012-14-12		See AD	See AD
2012-15-01		See AD	See AD
2012-15-07		Glasflugel	Club Libelle, Kestrel, Mosquito, Standard Libelle-201B gliders
2012-16-03		HPH s. r.o.	304C, 304CZ, and 304CZ-17 sailplanes



2012-14-12 Arrow Falcon Exporters, Inc. (previously Utah State University); Firefly Aviation Helicopter Services (previously Erickson Air-Crane Co.); California Department of Forestry; Garlick Helicopters, Inc.; Global Helicopter Technology, Inc.; Hagglund Helicopters, LLC (previously Western International Aviation, Inc.); International Helicopters, Inc.; Precision Helicopters, LLC; Robinson Air Crane, Inc.; San Joaquin Helicopters (previously Hawkins and Powers Aviation, Inc.); S.M.&T. Aircraft (previously US Helicopters, Inc., UNC Helicopter, Inc., Southern Aero Corporation, and Wilco Aviation); Smith Helicopters; Southern Helicopter, Inc.; Southwest Florida Aviation International, Inc. (previously Jamie R. Hill and Southwest Florida Aviation); Tamarack Helicopters, Inc. (previously Ranger Helicopter Services, Inc.); US Helicopter, Inc. (previously UNC Helicopter, Inc.); West Coast Fabrication; and Williams Helicopter Corporation (previously Scott Paper Co.) Model HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P Helicopters; and Southwest Florida Aviation Model UH-1B (SW204 and SW204HP) and UH-1H (SW205) Helicopters: Amendment 39-17126; Docket No. FAA-2010-0488; Directorate Identifier 2008-SW-20-AD.

(a) Applicability

(1) This AD applies to Model HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P helicopters, and Southwest Florida Aviation Model UH-1B series (SW204 series and SW204HP) and UH-1H series (SW205 series) helicopters, with a tail rotor blade (blade), part number (P/N) 212-010-750-009 through -129, all serial numbers except serial numbers with a prefix of "A" or "AFS," and the number 11926, 13351, 13367, 13393, 13400, 13402, 13515, 13540, 13568, 13595 through 13602, 13619, and subsequent larger numbers, installed, certificated in any category.

(2) A blade inspected and modified by following either AD 2002-09-04 (67 FR 22349, May 3, 2002) or AD 2007-22-02 (72 FR 60760, October 26, 2007), for the Bell Helicopter Textron (Bell) Model 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP helicopters satisfies the requirements of this AD.

(b) Unsafe Condition

This AD defines the unsafe condition as adhesive bond voids. This condition could result in loss of the forward tip weight retention block (tip block) or aft tip closure (tip closure), loss of the blade, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective September 4, 2012.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Within 100 hours time-in-service:

(1) Inspect the tip block and tip closure of each blade for voids. Remove from service any blade with a void in excess of that allowed by the applicable maintenance or Component Repair and Overhaul Manual limitations.

(2) Inspect the tip block attachment countersink screws in the four locations to determine if the head of each countersunk screw is flush with the surface of the abrasion strip. The locations of these four screws are depicted on Figure 1 of Bell Alert Service Bulletin 212-00-111, Revision D, dated March 18, 2005 (ASB). If any of these screws are set below the surface of the abrasion strip or are covered with filler material, install shear pins by following the Accomplishment Instructions, Part A, Shear Pin Installation paragraphs, of the ASB.

(3) Install the tip closure rivets on each blade, re-identify the modified blade by adding an "FM" after the P/N, and dynamically balance the tail rotor hub assembly by following the Accomplishment Instructions, Part B, Aft Tip Closure Rivet Installation paragraphs, of the ASB.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5170; email 7-avs-asw-170@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(g) Subject

Joint Aircraft Service Component (JASC) Code: 6410, Tail Rotor Blades.

(h) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Bell Helicopter Textron Alert Service Bulletin No. 212-00-111, Revision D, dated March 18, 2005.

(ii) Reserved.

(3) For service information identified in this AD, contact Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, TX 76101; telephone (817) 280-3391; fax (817) 280-6466; or at <http://www.bellcustomer.com/files/>.

(4) You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(5) You may also review a copy of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Fort Worth, Texas, on July 10, 2012.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2012-15-01 Various Aircraft: Amendment 39-17130; Docket No. FAA-2012-0765; Directorate Identifier 2012-CE-028-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 14, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all serial numbers of the airplanes listed in table 1 to paragraph (c) of this AD, that are:

- (1) Equipped with a Rotax Aircraft Engines 912 A series engine, with a part number (P/N) 893114 fuel pump installed; and
- (2) certificated in any category.

Table 1 to Paragraph (c)–Affected Airplanes

Type certificate holder	Aircraft model	Engine model
Aeromot-Indústria Mecânico-Metalúrgica Ltda	AMT-200	912 A2
Diamond Aircraft Industries	HK 36 R "SUPER DIMONA"	912 A
DIAMOND AIRCRAFT INDUSTRIES GmbH	HK 36 TS and HK 36 TC	912 A3
Diamond Aircraft Industries Inc.	DA20-A1	912 A3
HOAC-Austria	DV 20 KATANA	912 A3
Iniziativa Industriali Italiane S.p.A.	Sky Arrow 650 TC	912 A2
SCHEIBE-Flugzeugbau GmbH	SF 25C	912 A2

(d) Subject

Air Transport Association of America (ATA) Code 73: Engine Fuel and Control.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a deviation in the manufacturing process of fuel hoses installed on the pressure side of P/N 893114 fuel pumps. The fuel hoses may not be fuel resistant, which could lead to detachment of particles from the fuel hose and cause irregularities in the carburetor function. We are issuing this AD to prevent failure of the fuel hose on the pressure side

of the P/N 893114 fuel pump, which could result in rough engine operation, engine misfire, in-flight engine shutdown, and forced landing.

(f) Actions and Compliance

Unless already done, do the following actions in accordance with Rotax Aircraft Engines BRP Alert Service Bulletin ASB-912-061R1, dated May 31, 2012.

(1) Before further flight after August 14, 2012 (the effective date of this AD), replace the pressure side fuel hose on the P/N 893114 fuel pump.

(2) As of August 14, 2012 (the effective date of this AD), do not install a P/N 893114 fuel pump on any engine, unless the pressure side fuel hose of that fuel pump has been replaced as required in paragraph (f)(1) of this AD.

(3) As of August 14, 2012 (the effective date of this AD), do not install on any airplane a Rotax 912 A series engine, unless the fuel pump installation of that engine has been corrected as required in paragraph (f)(1) of this AD.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090; email: sarjapur.nagarajan@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2012-0097R1, dated June 1, 2012; and Rotax Aircraft Engines BRP Alert Service Bulletin ASB-912-061R1, dated May 31, 2012, for related information.

(i) Material Incorporated by Reference

(1) You must use Rotax Aircraft Engines BRP Alert Service Bulletin ASB-912-061R1, dated May 31, 2012, to do the actions required by this AD, unless the AD specifies otherwise. The Director

of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact BRP-Powertrain GmbH & Co. KG, Welser Strasse 32, A-4623 Gunskirchen, Austria; phone: +43 7246 601 0; fax: +43 7246 601 9130; Internet: <http://www.rotax-aircraft-engines.com>.

(3) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202-741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on July 17, 2012.

Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2012-15-07 Glasflugel: Amendment 39-17136; Docket No. FAA-2012-0046; Directorate Identifier 2011-CE-040-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 11, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Glasflugel models and serial number (S/N) gliders, certificated in any category:

- (1) Club Libelle 205, all S/Ns
- (2) Kestrel, all S/Ns, except S/N 85, 110, and 125
- (3) Mosquito, all S/Ns
- (4) Standard Libelle-201B, S/N 169

(d) Subject

Air Transport Association of America (ATA) Code 27: Flight Controls.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as corrosion damage to the elevator control rod that could lead to failure of the elevator control rod, possibly resulting in loss of control of the glider. We are issuing this AD to require actions to address the unsafe condition on these products.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) Within 30 days after September 11, 2012 (the effective date of this AD), inspect the elevator control rod in the vertical fin following Glasfaser Flugzeug-Service GmbH Technical Note TN 201-40, TN 205-27, TN 206-26, TN 303-25, TN 304-12, TN 401-30, TN 501-10, and TN 604-11, Revision 1, dated July 14, 2011 (EASA translation approval dated September 9, 2011), as applicable to glider model.

(2) If you find any discrepancy in the inspection required by paragraph (f)(1) of this AD, before further flight, replace the elevator control rod with an elevator control rod that does not have a control bore hole, following Glasfaser Flugzeug-Service GmbH Technical Note TN 201-40, TN 205-27, TN 206-26, TN 303-25, TN 304-12, TN 401-30, TN 501-10, and TN 604-11, Revision 1, dated July 14, 2011 (EASA translation approval dated September 9, 2011), as applicable to glider model.

(3) Within 9 months after September 11, 2012 (the effective date of this AD), unless already done as required by paragraph (f)(2) of this AD, replace the elevator control rod in the vertical fin with an elevator control rod that does not have a control bore hole, following Glasfaser Flugzeug-Service GmbH Technical Note TN 201-40, TN 205-27, TN 206-26, TN 303-25, TN 304-12, TN 401-30, TN 501-10, and TN 604-11, Revision 1, dated July 14, 2011 (EASA translation approval dated September 9, 2011), as applicable to glider model.

(4) As of September 11, 2012 (the effective date of this AD), do not install an elevator control rod with a control bore hole.

(5) The actions mandated by this AD may be accomplished by persons authorized to perform maintenance in accordance with 14 CFR 43.3 and by persons authorized to approve aircraft for return to service after maintenance in accordance with 14 CFR 43.7.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2011-0213R1, dated November 8, 2011; and Glasfaser Flugzeug-Service GmbH Technical Note TN 201-40, TN 205-27, TN 206-26, TN 303-25, TN 304-12, TN 401-30, TN 501-10, and TN 604-11, Revision 1, dated July 14, 2011 (EASA translation approval dated September 9, 2011), for related information. For service information related to this AD, contact Glasfaser Flugzeug-Service Hansjörg Streifeneder GmbH, D-72582 Grabenstetten, Germany; phone: +49(0)73821032, fax: +49(0)73821629; email: info@streifly.de; Internet: www.streifly.de/. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(i) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51:

(i) Glasfaser Flugzeug Service GmbH Technical Note TN 201-40, TN 205-27, TN 206-26, TN 303-25, TN 304-12, TN 401-30, TN 501-10, and TN 604-11, Revision 1, dated July 14, 2011.

(ii) Reserved.

(2) For service information identified in this AD, contact Glasfaser Flugzeug-Service Hansjörg Streifeneder GmbH, D-72582 Grabenstetten, Germany; phone: +49(0)73821032, fax: +49(0)73821629; email: info@streifly.de; Internet: www.streifly.de/.

(3) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202-741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on July 18, 2012.

Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2012-16-03 HPH s. r.o. Sailplanes: Amendment 39-17150; Docket No. FAA-2012-0598; Directorate Identifier 2012-CE-017-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 12, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to HPH s. r.o. Models 304C, 304CZ, and 304CZ-17 sailplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 27, Flight controls.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as the lack of a drain hole in the elevator control rod, which may allow water to accumulate in the control rod and lead to possible corrosion. We are issuing this AD to prevent failure of the elevator control rod, which could result in loss of control of the sailplane.

(f) Actions and Compliance

Unless already done, do the following actions in accordance with HPH spol. s. r.o. Service Bulletin No.: G304CZ-06 a)-R01, G304C-06 a)-R01, G304CZ17-06 a)-R01, dated April 23, 2012:

(1) Within 30 days after September 12, 2012 (the effective date of this AD), inspect the elevator control rod in the vertical fin.

(2) If you find any deficiency during the inspection required by paragraph (f)(1) of this AD, before further flight, replace the elevator control rod with an elevator control rod that has a drain hole.

(3) Within 9 months after September 12, 2012 (the effective date of this AD), unless already done as required by paragraph (f)(2) of this AD, replace the elevator control rod in the vertical fin with an elevator control rod that has a drain hole.

(4) As of September 12, 2012 (the effective date of this AD), do not install an elevator control rod without a drainage hole.

(g) Material Incorporated by Reference

(1) You must use HPH spol. s. r.o. Service Bulletin No.: G304CZ-06 a)-R01, G304C-06 a)-R01, G304CZ17-06 a)-R01, dated April 23, 2012, to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact HPH spol. s. r.o., [Ccaron]áslavská 126, P.O. Box 112, 284 01 Kutná Hora, Czech Republic, telephone: +420 327 512 633; fax: +420 327 513 441; email: hph@hph.cz; Internet: www.hph.cz.

(3) You may review copies of the service information at the FAA, FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202-741-6030, or go to <http://www.archives.gov/federal-register/cfr/index.html>.

Issued in Kansas City, Missouri, on July 30, 2012.

Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.