



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2010-18

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Federal Aviation Administration
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Delegation and Airworthiness Programs Branch, AIR-140
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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;			
Biweekly 2010-01			
2009-26-05		Pilatus Aircraft Ltd	PC-7
2009-26-07	S 2009-12-51	Turbomeca	Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
2009-26-08	S 2006-21-12	AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2009-26-12	S 2008-19-05	Engine Components, Inc. (ECi)	See AD
Biweekly 2010-02			
2009-21-08 R1		PIAGGIO AERO INDUSTRIES S.p.A.	P-180
2010-01-03		Fire Fighting Enterprises Limited	See AD
2010-02-01		Turbomeca S.A	Arriel 1B, 1D, and 1D1
2010-02-51	E	AGUSTA S.p.A	A109A, A109A II, A109C, and A109K2
Biweekly 2010-03			
2009-19-51		Agusta S.p.A	AB139 and AW139
2009-26-11	S 2006-07-15	Thrush Aircraft, Inc.	See AD
2010-02-07		Eurocopter France	Rotorcraft: SE3160, SA315B, SA316B, SA316C, and SA319B
2010-02-08		Turbomeca	Engine: Turmo IV A and IV C
2010-03-01		Eurocopter France	Rotorcraft: AS332L1, AS332L2, and EC225LP
2010-03-02		Lifesaving Systems Corp.	Appliance
Biweekly 2010-04			
2009-23-51		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2010-03-03		Bell Helicopter Textron, Inc	Rotorcraft: 205B and 212
2010-03-04		PIAGGIO AERO INDUSTRIES S.p.A	P-180
2010-03-06		Turbomeca	Engine: Arriel 2B and 2B1
2010-03-09		Piaggio Aero Industries S.p.A	P-180
Biweekly 2010-05			
2010-04-05	S 2003-12-05	McCaughey Propeller Systems	Propeller: 1A103/TCM
2010-04-06		Thielert Aircraft Engines GmbH	Engine: TAE 125-01
2010-04-07		Turbomeca	Engine: Arriel 2S1
2010-04-11		Extra Flugzeugproduktions- und Vertriebs- GmbH	EA-300/200, EA-300/L
2010-04-14		Augustair, Inc	2150, 2150 ^a , 2180
2010-04-15		SCHEIBE-Flugzeugbau GmbH	Glider: SF 25C
2010-04-16		SICLI	Appliance: portable fire extinguishers
2010-05-02	S 2009-08-10	Pilatus Aircraft Ltd	PC-12/47E
2010-05-51	E	Eurocopter	Rotorcraft: EC120B
Biweekly 2010-06			
2010-05-10		Hawker Beechcraft	B300, B300C
2010-06-02		Hawker Beechcraft	G58

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Biweekly 2010-07			
2010-06-03		Eurocopter France	Rotorcraft: AS355E, AS355F, AS355F1, AS355F2, and AS355N
2010-06-06	S 99-16-13	MD Helicopters, Inc	Rotorcraft: MD-900
2010-06-07		Eurocopter France	Rotorcraft: AS 332 C, L, L1, and L2; AS 350 B3; AS355 F, F1, F2, and N; SA 365N and N1; AS 365 N2 and N3; SA 366G1; EC 130 B4; and EC 155B and B1
2010-06-08		Sikorsky Aircraft Corporation	Rotorcraft: S-76C
2010-06-11		Honeywell International Inc.	Engine: TFE731-2, TFE731-2A, TFE731-2C, TFE731-3, TFE731-3A, TFE731-3AR, TFE731-3B, TFE731-3BR, TFE731-3C, TFE731-3CR, TFE731-3D, TFE731-3DR, TFE731-3R, TFE731-4, TFE731-4R, TFE731-5, TFE731-5AR, TFE731-5BR, and TFE731-5R
2010-06-12		Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99
Biweekly 2010-08			
2009-08-08 R1	R 2010-08-08	Turbomeca S.A	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B and 2B1
2010-07-02	S 2006-22-05	Honeywell, Inc	Appliance: See AD
2010-07-07		Socata	TBM 700
2010-07-08		Kelly Aerospace Energy Systems, LLC	Appliance: See AD
2010-08-01		Aircraft Industries a.s	Glider: L 23 Super Blanik
Biweekly 2010-09			
2009-08-05R1	R	Liberty Aerospace Incorporated	XL-2
2010-08-04	2007-10-14	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2010-09-08		General Electric Company	Engine: GE CJ610 series turbojet and CF700
Biweekly 2010-10			
2010-05-51	FR	Eurocopter France	Rotorcraft: EC120B
2010-09-01		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D and D1; and AS 355E, F, F1, F2, N, and NP
2010-09-02		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201
2010-09-04		Honeywell International Inc	Appliance: Primus EPIC and Primus APEX flight management systems (FMS)
2010-09-09		Piaggio Aero Industries S.p.A.	P-180
2010-09-13		Turbomeca	Engine: Makila 2A
2010-10-01	S 2009-05-01	GA 8 Airvan (Pty) Ltd	Glider: GA8 and GA8-TC320
Biweekly 2010-11			
2010-10-02		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, B, and C
2010-10-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2010-10-09	S 2008-07-01	Turbomeca	Engine: 1B (that incorporate Turbomeca Modification (mod) TU 148), Arriel 1D, 1D1, and 1S1
2010-10-10		Hawker Beechcraft	390
2010-10-14		Eurocopter France	Rotorcraft: AS332L2
2010-10-15		Eurocopter France	Rotorcraft: AS332L1 and AS332L2
2010-11-51	E	Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N
2010-11-52	E	Sikorsky Aircraft	Rotorcraft: S-76A, B, and C

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Biweekly 2010-12			
2007-19-09 R1 2010-10-16	R	Turbomeca Bell Helicopter Textron and Agusta S.P.A.	Engine: ARRIEL 2B1 Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. Model AB412, AB412EP
2010-11-04 2010-11-05	S 2009-24-52	Teledyne Continental Motors AVOX Systems and B/E Aerospace	Engine: 240, 346, 360, 470, 520, and 550 and IO-240 See AD
2010-11-06	S 97-11-12	AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2010-11-07 2010-11-08 2010-11-10 2010-11-15 2010-12-51	S 2008-11-20 E	Quartz Mountain Aerospace, Inc Stemme GmbH & Co. KG Turbomeca: Socata Agusta S.p.A.	11E S10-VT Engine: Astazou XIV B and XIV H TBM 700 Rotorcraft: A119 and AW119 MKII
Biweekly 2010-13			
2010-10-12 2010-10-16	S 2005-04-09	Bell Helicopter Textron Canada Bell Helicopter Textron and Agusta S.P.A	Rotorcraft: 222, 222B, 222U, 230, 430 Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. Model AB412, AB412EP
2010-11-09 2010-12-01 2010-12-02 2010-12-04 2010-13-01	S 2009-24-13	Thielert Aircraft Engines GmbH Cessna Aircraft Company Turbomeca S.A. PILATUS Aircraft Ltd Microturbo	Engine: TAE 125-01 and TAE 125-02-99 525A Engine: Makila 1A and 1A1 PC-7 Appliance: See AD
Biweekly 2010-14			
2010-13-07 2010-13-08 2010-13-10	S 2006-08-09	Piper Aircraft Air Tractor Ontic Engineering and Manufacturing, Inc	PA-32R-301T, PA046-350P AT-802 and AT-802A Appliance: See AD
Biweekly 2010-15			
2010-14-12		See AD	Rotorcraft: AH-1G, AH-1S, 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)
2010-14-15 2010-14-20 2010-14-21 2010-15-51	 E	Aircraft Industries a.s. McCauley Propeller Systems Thielert Aircraft Engines GmbH Agusta S.p.A.	Glider: L-13 Blanik Propeller: 4HFR34C653/L106FA Engine: TAE 125-01 A119 and AW119 MKII
Biweekly 2010-16			
2010-13-07 2010-15-04 2010-15-05 2010-15-07	COR S 2010-08-01	Piper Eurocopter France Aircraft Industries a.s Zakład Szybowcowy "Jeźów" Henryk Mynarski	PA-32R-301T, PA-46-350P Rotorcraft: EC225LP Glider: L 23 Super Blanik Sailplanes: PW-6U
2010-15-09 2010-15-10 2010-16-51	S 2009-23-11 E	Embraer Piper Eurocopter France	EMB-500 See AD Rotorcraft: SA330J
Biweekly 2010-17			
2010-15-03 2010-15-06 2010-16-08		Eurocopter France Grob-Werke GmbH Schweizer Aircraft Corp	Rotorcraft: EC 130 B4 Glider: G102 ASTIR CS and G102 STANDARD ASTIR III Rotorcraft: 269D

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Biweekly 2010-18			
2010-11-51	FR	Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N
2010-15-03		Eurocopter France	Rotorcraft: EC 130 B4
2010-15-06		GROB-WERKE GMBH & CO KG	Glider: G102 ASTIR CS and G102 STANDARD ASTIR III
2010-15-51		Agusta S.p.A	Rotorcraft: A119 and AW119 MKII
2010-16-08		Schweizer Aircraft Corporation	Rotorcraft: 269D
2010-17-06		Pratt & Whitney Canada Corp	Engine: PW615F
2010-17-08		Various Aircraft	See AD
2010-17-09		Pilatus Aircraft Ltd	PC-12/47E
2010-17-15		Hawker Beechcraft	390
2010-17-18	S 2010-13-08	Air Tractor	AT-802 and AT-802A
2010-18-02		Thielert Aircraft Engines GmbH	Engine: TAE 125-01, TAE 125-02-99
2010-18-05	S 2010-14-15	Aircraft Industries a.s.	Glider: L-13 Blanik
2010-18-06	S 2005-22-02	GA 8 AIRVAN (PTY)	GA8 and GA8-TC320
2010-18-51	E	MD HELICOPTERS, INC	Rotorcraft: MD900
2010-18-52	E, S 2010-18-51	MD Helicopters, Inc.	MD900



2010-11-51 Eurocopter France: Amendment 39-16396. Docket No. FAA-2010-0782; Directorate Identifier 2010-SW-053-AD.

Applicability: Model AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N helicopters, with a tail gearbox (TGB) control lever, part number (P/N) 350A33-1058-00, P/N 350A33-1058-01, P/N 350A33-1058-02, or P/N 350A33-1058-03, that is not marked with an "X" near the P/N, installed, certificated in any category.

Compliance: Required as indicated.

To detect cracking in a TGB control lever and prevent failure of the TGB control lever, loss of tail rotor control, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 10 hours TIS, visually inspect the affected TGB control lever for cracking in accordance with the Accomplishment Instructions, paragraph 2.B.1.a., in Eurocopter Emergency Alert Service Bulletin (EASB) No. 05.00.62, Revision 1, dated April 23, 2010, for Model AS350 helicopters or EASB No. 05.00.57, Revision 1, dated April 23, 2010, for Model AS355 helicopters.

(b) If a crack is found, before further flight, remove and replace the cracked TGB control lever with an airworthy TGB control lever in accordance with the Accomplishment Instructions, paragraph 2.B.2., in the EASB appropriate for your model helicopter.

(c) Either of the following options constitutes a terminating action for the inspection requirements of this AD:

(1) Replace a TGB control lever with an airworthy TGB control lever that is marked with an "X" near the P/N; or

(2) Strip the rework area "B" as shown in Figure 4 of each EASB and perform a dye-penetrant inspection on that area for a crack. If no crack is found, rework and mark the TGB control lever in accordance with paragraph 2.B.3.b. of the EASB appropriate for your model helicopter, except you are not required to contact Eurocopter France. If a crack is found, before further flight, remove and replace the cracked TGB control lever with an airworthy TGB control lever in accordance with the Accomplishment Instructions, paragraph 2.B.2., in the EASB.

Note 1: One Eurocopter EASB contains four different service bulletin numbers but only portions of 2 EASBs are being incorporated.

Note 2: Installing a reinforced TGB control lever, P/N 350A33-1524-00 or P/N 350A33-1526-00, that does not need to be marked with an "X" constitutes compliance with paragraph (c) of this AD.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, ATTN: J.R. Holton, Jr., Aviation Safety Engineer, ASW-112, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-4964, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(e) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the inspection requirements of paragraph (a) of this AD can be accomplished.

(f) The Joint Aircraft System/Component (JASC) Code is 6720: Tail Rotor Control System.

(g) Inspecting, replacing the control lever or removing, reworking, and replacing the control lever shall be done in accordance with the specified portions of Eurocopter Emergency Alert Service Bulletin (EASB) No. 05.00.62, Revision 1, dated April 23, 2010, for Model AS350 helicopters or EASB No. 05.00.57, Revision 1, dated April 23, 2010, for Model AS355 helicopters. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.Eurocopter.com>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or 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.

(h) This amendment becomes effective on September 2, 2010, to all persons except those persons to whom it was made immediately effective by Emergency AD 2010-11-51, issued May 11, 2010, which contained the requirements of this amendment.

Note 3: The subject of this AD is addressed in European Aviation Safety Agency (France) Emergency AD No. 2010-0082-E, dated April 27, 2010.

Issued in Fort Worth, Texas, on August 2, 2010.
Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2010-15-03 Eurocopter France: Amendment 39-16369. Docket No. FAA-2010-0713; Directorate Identifier 2009-SW-63-AD.

Applicability: Model EC 130 B4 helicopters that have been modified in accordance with MOD 073774, and have not had MOD 073591 nor the modification specified in Eurocopter Drawing No. 350A085340 incorporated, certificated in any category.

Compliance: Required within 10 hours time-in-service (TIS), unless accomplished previously.

To detect interference and prevent damage to an electrical harness by a lower structure fairing attachment screw (attachment screw), which could lead to short-circuiting of various warnings, inflation of the emergency floatation gear (emergency floats) during flight, and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove the lower forward right-hand, left-hand, and center fairings.

(b) Inspect each electrical harness for chaffing, a tear, a hole, or other damage at the location of each attachment screw as depicted in Details B, C, and D in Figure 1 in Eurocopter Emergency Alert Service Bulletin No. 88A001 R1, dated April 17, 2007 (EASB), and as shown at point (a) in Figure 2 and Figure 3 in the EASB.

(1) If there is no chaffing, tear, hole, or other damage to the electrical harness at any attachment screw:

(i) Determine the length of each attachment screw that secures the fairings. Replace any attachment screw that is longer than 14mm with an airworthy attachment screw, part number (P/N) A0164TK050S014X;

(ii) Install the spacer on the electrical harness in accordance with paragraph 2.B.3.a. of the Accomplishment Instructions of the EASB;

(iii) Relocate the electrical harness on the cable holders in accordance with paragraph 2.B.3.b. of the Accomplishment Instructions of the EASB; and

(iv) Install the harness clamp blocks in accordance with paragraph 2.B.4. of the Accomplishment Instructions of the EASB.

(2) If there is chaffing, a tear, a hole, or other damage to an electrical harness at the location of an attachment screw, remove any protective tape from the electrical harness as shown at point (b) in Figure 2 of the EASB and inspect the insulation on each electrical wire and cable strand for chaffing, a tear, a hole, or other damage at the attachment screw location.

(i) If there is no chaffing, tear, hole, or other damage to the insulation on any wire or cable strand, wrap the electrical harness with protective tape and comply with paragraphs (b)(1)(i) through (b)(1)(iv) of this AD.

(ii) If there is chaffing, a tear, a hole, or other damage to the insulation on any electrical wire or cable strand, but the electrical wire or cable strand is not damaged, wrap the electrical wire or

cable strand that has damaged insulation with protective tape and wrap the electrical harness with protective tape, then comply with paragraphs (b)(1)(i) through (b)(1)(iv) of this AD.

(c) If 3 or less electrical wires or cable strands in the same immediate area are damaged:

- (1) Repair each damaged electrical wire or cable strand with an extension lead, P/N E0541-10, in accordance with the Appendix to the EASB; test the electrical continuity of the repaired electrical wire or cable strand using an ohmmeter, continuity test light, or equivalent device; and functionally test the system affected by the repair;
- (2) Wrap the electrical harness with protective tape; and
- (3) Comply with paragraphs (b)(1)(i) through (b)(1)(iv) of this AD.

(d) If 4 or more electrical wires or cable strands in the same immediate area are damaged:

- (1) Contact the Safety Management Group, Rotorcraft Directorate, FAA, ATTN: George Schwab, Aviation Safety Engineer, 2601 Meacham Blvd., Fort Worth, Texas, 76137, telephone (817) 222-5114, fax (817) 222-5961, for an approved electrical conductor repair procedure; and
- (2) Comply with (b)(1)(i) through (b)(1)(iv) of this AD.

(e) Reinstall the fairings.

(f) Contact the Manager, Safety Management Group, Rotorcraft Directorate, FAA, ATTN: George Schwab, Aviation Safety Engineer, 2601 Meacham Blvd., Fort Worth, Texas, 76137, telephone (817) 222-5114, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(g) The Joint Aircraft System/Component (JASC) Code is 3297: Landing Gear System Wiring.

(h) The inspections, modifications and repairs, if needed, shall be done in accordance with the specified portions of Eurocopter Emergency Alert Service Bulletin No. 88A001 R1, dated April 17, 2007. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or 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.

(i) This amendment becomes effective on August 20, 2010.

Note: The subject of this AD is addressed in European Aviation Safety Agency (France) AD No. 2006-0344 R1, dated May 10, 2007, which revises European Aviation Safety Agency Emergency AD No. 2006-0344-E, dated November 13, 2006.

Issued in Fort Worth, Texas, on July 8, 2010.

Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2010-15-06 GROB-WERKE GMBH & CO KG: Amendment 39-16372; Docket No. FAA-2010-0458; Directorate Identifier 2010-CE-023-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective September 9, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to GROB-WERKE GMBH & CO KG Models G102 ASTIR CS and G102 STANDARD ASTIR III gliders, all serial numbers, that are:

- (1) certificated in any category; and
- (2) have water ballast equipment installed (the water ballast equipment could have been included as part of an option).

Subject

- (d) Air Transport Association of America (ATA) Code 41: Water Ballast.

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:

During an annual inspection, a water ballast hose connector was found disconnected from the fuselage wall of an Astir CS.

The investigation has shown that the hose-fuselage connection bonding has been degraded over years of service.

This condition, if not corrected, could lead to the following consequences:

- The water contained in the wing tanks could run down into the fuselage and fuselage tail which could cause a displacement of the sailplane centre of gravity and consequently may lead to the loss of the sailplane controllability, or/and
- The loosened hose may jam the flight controls (push rods) and consequently may lead to the loss of the sailplane controllability.

For the reason stated above, the original issue of this AD required the inspection of the waterballast system hose-fuselage connections and the accomplishment of the relevant corrective actions (repair) as necessary.

This AD is revised to clarify the purpose of the insertion of the repetitive inspection in the Aircraft Maintenance Programme and to refer to a more appropriate scheduled maintenance review for the insertion of the repetitive inspection in the Aircraft Maintenance Programme.

Actions and Compliance

(f) Unless already done, do the following actions:

(1) Within 30 days after September 9, 2010 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 12 months, inspect the bonding between the water ballast system hose connectors and the fuselage wall connectors for correct and tight connection following paragraph 1.8 of Grob Aircraft Service Bulletin No. MSB-GROB-003, dated October 21, 2009.

(2) If, during any inspection required by paragraph (f)(1) of this AD, any weak bonding is found, before further flight, repair the connection between the water ballast system hose connectors and the fuselage wall connectors following the instructions of paragraph 1.8 of Grob Aircraft Service Bulletin No. MSB-GROB-003, dated October 21, 2009.

(3) After September 9, 2010 (the effective date of this AD), when installing a water ballast system on any affected sailplane, ensure that the water ballast system hose connectors and the fuselage wall connector are properly and tightly bonded.

(4) Within 30 days after September 9, 2010 (the effective date of this AD), insert the following scheduled maintenance task into the FAA-approved aircraft maintenance program: "During each annual inspection and without exceeding a 12-month interval, inspect the bonding between the water ballast system hose connectors and the fuselage wall connectors for correct and tight connection. Repair any incorrect or loose connection."

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) 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: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090. 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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency AD No.: 2010-0053R1, dated April 14, 2010; and Grob Aircraft Service Bulletin No. MSB-GROB-003, dated October 21, 2009, for related information.

Material Incorporated by Reference

(i) You must use Grob Aircraft Service Bulletin No. MSB-GROB-003, dated October 21, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Grob Aircraft, Head of Customer Service & Support, Lettenbachstr. 9, Tussenhausen-Mattsies, Germany; telephone: +49 (0) 8268 998 139; fax: +49 (0) 8268 998 200; E-mail: productsupport@grob-aircraft.com; Internet: www.grob-aircraft.com and/or <http://www.firecmm.com>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD 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 Kansas City, Missouri, on July 15, 2010.

Kim Smith,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



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2010-15-51 Agusta S.p.A.: Amendment 39-16397. Docket No. FAA-2010-0806; Directorate Identifier 2010-SW-071-AD.

Applicability: Model A119 and AW119 MKII helicopters, with pilot control box assembly (control box), part number (P/N) 109-0010-81-103, and co-pilot control box, P/N 109-0010-81-107, installed, certificated in any category.

Compliance: Required as indicated.

To detect a missing, or improperly fitted, engine rotary variable differential transformer (RVDT) control gear locking pin (locking pin), P/N MS16555-628, which could lead to loss of manual engine throttle control, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 5 hours time-in-service (TIS) unless accomplished previously, and thereafter at intervals not to exceed 50 hours TIS, remove the cover of the pilot and co-pilot control boxes and inspect the locking pins for proper position by following the Compliance Instructions, Parts I and II, paragraphs 2. through 4.1 for the pilot control box and paragraphs 5. through 7.1 for the co-pilot control box, in Agusta Alert Bollettino Tecnico No. 119-39, dated July 2, 2010.

(b) If the locking pin is recessed or extended in excess of 2.0 millimeters from the face of the pin bore, or missing, before further flight, replace the control box with an airworthy control box that has been inspected in accordance with paragraph (a) of this AD. Replacing the control box does not constitute terminating action for the inspection requirements of this AD.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, ATTN: Rao Edupuganti, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-4389, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) The Joint Aircraft System/Component (JASC) Code is 6700: Rotors Flight Control.

(e) The inspections shall be done in accordance with the specified portions of Agusta Alert Bollettino Tecnico No. 119-39, dated July 2, 2010. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Agusta, Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA), Italy, telephone 39 0331-229111, fax 39 0331-229605/222595, or at http://customersupport.agusta.com/technical_advice.php. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or 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.

(f) This amendment becomes effective on September 2, 2010, to all persons except those persons to whom it was made immediately effective by Emergency AD 2010-15-51, issued July 16, 2010, which contained the requirements of this amendment.

Note: The subject of this AD is addressed in European Aviation Safety Agency AD 2010-0142-E, dated July 5, 2010.

Issued in Fort Worth, Texas, on August 4, 2010.

Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



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www.gpoaccess.gov/fr/advanced.html

2010-16-08 Schweizer Aircraft Corporation: Amendment 39-16385. Docket No. FAA-2010-0758; Directorate Identifier 2010-SW-004-AD.

Applicability: Model 269D helicopters, certificated in any category.

Compliance: Within 25 hours time-in-service, unless done previously.

To prevent the blades of the oil cooler impeller from separating and damaging the oil cooler, leading to loss of engine and transmission oil pressure and subsequent loss of control of the helicopter, do the following:

(a) Install a Scroll Housing Blade Containment Shielding Kit, part number (P/N) SA-269DK-048, on each helicopter.

Note: The Schweizer Model 269D Configuration "A" Basic Helicopter Maintenance Manual (HMI), revised April 17, 2009, contains guidance that pertains to the subject of this AD.

(b) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, New York Aircraft Certification Office, Attn: Richard P. Fiesel, Aerospace Engineer, Aviation Safety Engineer, FAA, New York Aircraft Certification Office, Airframe and Propulsion Branch, 1600 Stewart Ave., suite 410, Westbury, New York 11590, telephone (516) 228-7304, fax (516) 794-5531, for information about previously approved alternative methods of compliance.

(c) The Joint Aircraft System/Component (JASC) Code is 6322: Rotorcraft Cooling Fan System.

(d) This amendment becomes effective on August 20, 2010.

Issued in Fort Worth, Texas, on July 26, 2010.

Mark R. Schilling,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2010-17-06 Pratt & Whitney Canada Corp. (formerly Pratt & Whitney Canada, Inc.):
Amendment 39-16398. Docket No. FAA-2010-0245; Directorate Identifier 2010-NE-15-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 27, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Pratt & Whitney Canada Corp. PW615F-A turboprop engines with fuel/oil heat exchanger (FOHE) part number (P/N) 35C3778-01 or P/N 35C3778-02 installed. These engines are installed on, but not limited to, Cessna 510 (Mustang) airplanes.

Reason

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued 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:

A PW617F-E engine powered twin engined aircraft had recently experienced an uncommanded power reduction on one of its engines. Investigation showed that the Fuel Filter Bypass Valve poppet in the Fuel Oil Heat Exchanger (FOHE) on that engine had worn through the housing seat, allowing unfiltered fuel and debris to contaminate the Fuel Metering Unit (FMU), resulting in fuel flow drop and subsequent power reduction. P&WC has confirmed that this is a dormant failure that could result in an unsafe condition.

The PW615F-A engine Fuel Filter Bypass Valve installation is very similar to that of PW617F-E, but so far there have been no operational abnormalities reported due to subject valve failure on PW615F-A engines. However, evaluation by P&WC has confirmed similar dormant failure of worn through poppets of the subject valve on some PW615F-A engine installations, which could affect both engines at the same time on an aircraft and may result in an unsafe condition.

We are issuing this AD to prevent uncommanded power reduction, which could result in the inability to continue safe flight and safe landing.

Actions and Compliance

(e) Unless already done, replace the FOHE fuel filter bypass poppet valve with a larger fuel filter bypass poppet valve within 25 hours of the effective date of the AD. Use paragraph 3.A. of the Accomplishment Instructions of Pratt & Whitney Canada Corp. Alert Service Bulletin (ASB) No. PW600-72-A63071, Revision 1, dated January 7, 2010, to do the replacement.

Previous Credit

(f) A fuel filter bypass poppet valve replacement performed before the effective date of this AD using Pratt & Whitney Canada Corp. ASB No. PW600-72-A63071, dated December 9, 2009, satisfies the replacement requirement of this AD.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) Refer to MCAI Transport Canada AD CF-2010-03, dated January 20, 2010, for related information. Contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; telephone 800-268-8000; fax 450-647-2888; Web site: <http://www.pwc.ca>, for a copy of this service information.

(i) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park; Burlington, MA 01803; e-mail: james.lawrence@faa.gov; telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) You must use Pratt & Whitney Canada Corp. ASB No. PW600-72-A63071, Revision 1, dated January 7, 2010 to do the replacement required by this AD.

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

(2) For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; telephone 800-268-8000; fax 450-647-2888; Web site: <http://www.pwc.ca>.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on August 4, 2010.
Peter A. White,
Assistant Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2010-17-08 Various Aircraft: Amendment 39-16400; Docket No. FAA-2010-0329; Directorate Identifier 2010-CE-016-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 22, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all serial numbers of the following aircraft, equipped with a Rotax Aircraft Engines 912 A series engine with fuel pumps, part numbers (P/Ns) 892230, 892232, 892540 (standard version) or P/Ns 892235, 892236, 892545 (version including flexible fuel line) installed, and certificated in any category:

Type Certificate Holder	Aircraft Model	Engine Model
Aeromot-Industria Mecanico Metalurgica Ltda	AMT-200	912 A2
Diamond Aircraft Industries	HK 36 R "SUPER DIMONA"	912 A
Diamond Aircraft Industries GmbH	HK 36 TS	912 A3
Diamond Aircraft Industries Inc.	HK 36 TC	912 A3
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 or 912 A3

Subject

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

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

Due to high fuel pressure, caused by exceeding pressure in front of the mechanical fuel pump (e.g., due to an electrical fuel pump), in limited cases a deviation in the fuel supply could occur. This can result in exceeding of the fuel pressure and might cause engine malfunction and/or massive fuel leakage.

Non-compliance with these instructions could result in engine damages, personal injuries or death.

We are issuing this AD to prevent the pump from causing excessive fuel pressure, which could result in engine malfunction or a massive fuel leak. These conditions could cause loss of control of the airplane or a fire. The MCAI requires replacing the affected fuel pumps with a different part number fuel pump.

Actions and Compliance

(f) Unless already done, do the following actions:

(1) Within the next 25 hours time-in-service after September 22, 2010 (the effective date of this AD), replace fuel pump P/N 892230, 892232, 892540, 892235, 892236, or 892545 with an FAA-approved fuel pump that does not have one of the P/Ns referenced above following Rotax Aircraft Engines Mandatory Service Bulletin SB-912-053, dated April 13, 2007.

(2) As of September 22, 2010 (the effective date of this AD) do not install fuel pump P/N 892230, 892232, 892540, 892235, 892236, or 892545, on any airplane.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI requires replacing an affected fuel pump with fuel pump P/N 892542 or 892546. This AD requires replacement of an affected fuel pump with an FAA-approved fuel pump that does not have one of the P/Ns referenced in paragraph (f)(1) of this AD.

Other FAA AD Provisions

(g) 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; e-mail: 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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI EASA AD No.: 2007-0060R1-E, dated April 20, 2007; and Rotax Aircraft Engines Service Bulletin SB-912-053, dated April 13, 2007, for related information.

Material Incorporated by Reference

(i) You must use Rotax Aircraft Engines Mandatory Service Bulletin SB-912-053, dated April 13, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information 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) (0) 7246 601-0; fax: (+43) (0) 7246 6370; Internet: <http://www.rotax.com>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD 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 Kansas City, Missouri, on August 5, 2010.

Brian A. Yanez,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-19840 Filed 8-17-10; 8:45 am]

BILLING CODE 4910-13-P



2010-17-09 Pilatus Aircraft Ltd.: Amendment 39-16401; Docket No. FAA-2010-0583; Directorate Identifier 2010-CE-028-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 22, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model PC-12/47E airplanes, manufacturer serial numbers (MSN) 1001 and MSN 1003 through 1140, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 76: Engine Controls.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

Reports have been received indicating that, if the power control friction wheel is tightened, the reverse thrust latch may stick and subsequently allow the Power Control Lever (PCL) to be inadvertently retarded aft of the idle detent.

This condition, if not corrected, could result in undesired reverse thrust activation which, especially during approach, could result in reduced control of the aeroplane.

For the reason described above, this AD requires an inspection of the PCL reverse thrust latch and the accomplishment of corrective actions as necessary.

Actions and Compliance

(f) Unless already done, do the following actions:

(1) Within 30 days after September 22, 2010 (the effective date of this AD), inspect the power control lever reverse thrust latch handle for free movement following the accomplishment instructions in paragraph 3.A. of Pilatus Aircraft Ltd. Service Bulletin No: 76-002, dated October 15, 2009.

(2) If during the inspection required in paragraph (f)(1) of this AD you determine the reverse thrust latch sticks or the idle detent is not present, do the following actions:

(i) Before further flight, insert Temporary Revision No. 12 to PC-12/47E Pilot's Operating Handbook, dated October 15, 2009, into the normal procedures section of the aircraft flight manual (AFM).

(ii) Within 12 months after September 22, 2010 (the effective date of this AD), modify the engine control console assembly following the accomplishment instructions in paragraph 3.B. of Pilatus Aircraft Ltd. Service Bulletin No: 76-002, dated October 15, 2009.

(iii) Before further flight after the modification required by paragraph (f)(2)(ii) of this AD, remove Temporary Revision No. 12 to PC-12/47E Pilot's Operating Handbook, dated October 15, 2009, from the AFM.

(3) If during the inspection specified in paragraph (f)(1) of this AD you determine the reverse thrust latch moves freely and the idle detent is present, no further action is required.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) 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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090. 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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2010-0093, dated May 20, 2010; Pilatus Aircraft Ltd. Service Bulletin No: 76-002, dated October 15, 2009; and Temporary Revision No. 12 to PC-12/47E Pilot's Operating Handbook, dated October 15, 2009, for related information.

Material Incorporated by Reference

(i) You must use Pilatus Aircraft Ltd. Service Bulletin No: 76-002, dated October 15, 2009; and Temporary Revision No. 12 to PC-12/47E Pilot's Operating Handbook, dated October 15, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact PILATUS AIRCRAFT LTD., Customer Service Manager, CH-6371 STANS, Switzerland; telephone: +41 (0) 41 619 62 08; fax: +41 (0) 41 619 73 11; Internet: <http://www.pilatus-aircraft.com>; e-mail: SupportPC12@pilatus-aircraft.com.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD 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 Kansas City, Missouri, on August 5, 2010.

Brian A. Yanez,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-19821 Filed 8-17-10; 8:45 am]

BILLING CODE 4910-13-P



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2010-17-15 Hawker Beechcraft Corporation (Type Certificate No. A00010WI Previously Held By Raytheon Aircraft Company): Amendment 39-16407; Docket No. FAA-2010-0523; Directorate Identifier 2010-CE-018-AD.

Effective Date

- (a) This AD becomes effective on September 29, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Model 390 airplanes, serial numbers RB-4 through RB-257, RB-259 through RB-265, RB-268, and RB-269, that are certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 24: Electric Power.

Unsafe Condition

(e) This AD results from reports that starter generators with deficient armature insulating materials may have been installed on certain airplanes. We are issuing this AD to detect and replace starter generators with deficient armature insulating materials. This condition could result in the loss of operation of one or both starter generators with consequent loss of all non-battery electrical power.

Compliance

- (f) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Inspect both starter generators for a starter generator with an affected serial number.	Within the next 25 hours time-in-service (TIS) after September 29, 2010 (the effective date of this AD).	Follow Hawker Beechcraft Mandatory Service Bulletin SB 24-3963, dated May 2009; and AMETEK Advanced Industries, Inc. Mandatory Service Bulletin - Number: 2009-0414, dated April 2009.
(2) If only one suspect starter generator with an affected serial number is found on the airplane during the inspection required in paragraph (f)(1) of this AD, replace the starter generator.	Replace the starter generator at whichever of the following times occurs first after the inspection where the affected starter generator is found: (i) Within the next 200 hours TIS; (ii) The next scheduled inspection; or (iii) Within the next 6 months.	Follow Hawker Beechcraft Mandatory Service Bulletin SB 24-3963, dated May 2009; and AMETEK Advanced Industries, Inc. Mandatory Service Bulletin - Number: 2009-0414, dated April 2009.
(3) If two starter generators with an affected serial number are found during the inspection required in paragraph (f)(1) of this AD, replace both starter generators.	Replace one starter generator within the next 25 hours TIS after the inspection where the affected starter generator was found. Replace the second starter generator at whichever of the following times occurs first after the inspection where the affected starter generator is found: (A) Within the next 200 hours TIS; (B) The next scheduled inspection; or (C) Within the next 6 months.	Follow Hawker Beechcraft Mandatory Service Bulletin SB 24-3963, dated May 2009; and AMETEK Advanced Industries, Inc. Mandatory Service Bulletin - Number: 2009-0414, dated April 2009.

(4) Use the form (Figure 1 of this AD) to report the results of the inspections required in paragraph (f)(1) of this AD. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and assigned OMB Control Number 2120-0056.

Within 10 days after the inspection required in paragraph (f)(1) of this AD.

Send the report to the FAA at the address specified in paragraph (g) of this AD.

FAA-2010-0523 INSPECTION REPORT		
(If the inspection required in paragraph (f)(1) of this AD was done before [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER] (the effective date of this AD), this report does not need to be completed and returned to the Wichita ACO)		
Airplane Model		
Airplane Serial Number		
Airplane Tachometer Hours at Time of Inspection		
Right Hand Starter Generator serial number		
Left Hand Starter Generator serial number		
Does the RH Starter Generator fall within the suspect lot?	No	If yes, replace and document replacement starter generator serial number
Does the LH Starter Generator fall within the suspect lot?	No	If yes, replace and document replacement starter generator serial number
If both Starter Generators serial numbers fell within the suspect lot, was only one Starter Generator replaced?	No	If yes, describe and document which starter generator needs to be replaced.
Were any other discrepancies noticed during the inspection?		
<p><i>Send report to:</i> Kevin Schwemmer, Aerospace Engineer FAA, Wichita Aircraft Certification Office 1801 Airport Road, Room 100 Wichita, KS 67209 fax: (316) 946-4107 email: kevin.schwemmer@faa.gov</p>		

Figure 1

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Wichita Aircraft Certification Office (ACO), 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: Kevin Schwemmer, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4174; fax: (316) 946-4107; e-mail: kevin.schwemmer@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.

Material Incorporated by Reference

(h) You must use Hawker Beechcraft Mandatory Service Bulletin SB 24-3963, dated May 2009; and AMETEK Advanced Industries, Inc. Mandatory Service Bulletin—Number: 2009-0414, dated April 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Hawker Beechcraft Corporation, 9709 East Central, Wichita, Kansas 67201; telephone: (316) 676-5034; fax: (316) 676-6614; Internet: https://www.hawkerbeechcraft.com/service_support/pubs/.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD 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 Kansas City, Missouri, on August 10, 2010.

John R. Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



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www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2010-17-18 Air Tractor, Inc.: Amendment 39-16412; Docket No. FAA-2010-0827; Directorate Identifier 2010-CE-029-AD.

Effective Date

(a) This AD becomes effective on September 9, 2010.

Affected ADs

(b) This AD supersedes AD 2010-13-08; Amendment 39-16339.

Applicability

(c) This AD affects Models AT-802 and AT-802A airplanes, all serial numbers (SNs) beginning with -0001, that are:

- (1) Certificated in any category;
 - (2) Engaged in agricultural dispersal operations, including those airplanes that have been converted from fire fighting to agricultural dispersal or airplanes that convert between fire fighting and agricultural dispersal;
 - (3) Not equipped with the factory-supplied computerized fire gate (part number (P/N) 80540);
- and
- (4) Not engaged in only full-time fire fighting.

Subject

(d) Air Transport Association of America (ATA) Code 57: Wings.

Unsafe Condition

(e) This AD results from our determination that we need to require the actions in the new service information to add inspections, add modifications, and change the safe life for certain SN ranges. We are issuing this AD to detect and correct cracks in the wing main spar lower cap at the center splice joint, which could result in failure of the spar cap and lead to wing separation and loss of control of the airplane.

Compliance

(f) To address this problem for Models AT-802 and AT-802A airplanes, SNs -0001 through -0091, you must do the following, unless already done:

Table 1–Actions, Compliance, and Procedures

Actions	Compliance	Procedures
(1) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps.	Initially inspect upon accumulating 1,700 hours time-in-service (TIS) or within the next 50 hours TIS after April 21, 2006 (the effective date of AD 2006-08-09), whichever occurs later, and repetitively thereafter at intervals not to exceed 800 hours TIS. If, before September 9, 2010 (the effective date of this AD), you installed the center splice plate and extended 8-bolt splice blocks, use the inspection compliance times found in paragraph (f)(5) of this AD.	Follow Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002.
(2) If you find any cracks as a result of any inspection required in paragraph (f)(1) of this AD, do the following actions:	Before further flight after the inspection where a crack was found. If, before the airplane reaches a total of 3,200 hours TIS, you repair your airplane following paragraph (f)(2)(i) of this AD, you must do the eddy current inspections following the compliance times found in paragraph (f)(5) of this AD. If, at 3,200 hours TIS or after, you repair your airplane following paragraph (f)(2)(i) of this AD, this repair terminates the inspection requirements of paragraph (f)(1) of this AD.	Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Drawing Number 20995, Sheet 2, Rev. D., dated November 25, 2005; and Snow Engineering Co. Service Letter #240, dated September 30, 2004.
(i) For cracks that can be repaired, repair the airplane by doing the following actions:		
(A) Install center splice plate, P/N 20997-2, and extended 8-bolt splice blocks, P/N 20985-1 & -2, and cold-work the lower spar cap fastener holes; and		
(B) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the modification and is separate from the inspections required in paragraph (f)(1) of this AD.		
(ii) For cracks that cannot be repaired by incorporating the modification specified above, do the actions to replace the lower spar caps and associated parts listed following the procedures identified in paragraph (f)(3) of this AD.		

(3) Replace the wing main spar lower caps, the web plates, the center joint splice blocks and hardware, and the wing attach angles and hardware, and install the steel web splice plate. This replacement terminates the repetitive inspections required in paragraph (f)(1) of this AD.

(i) Do the replacement at whichever of the following compliance times occurs first:

(A) Before further flight when cracks are found that cannot be repaired by incorporating the modification in paragraph (f)(2)(i) of this AD; or

(B) Before or when the airplane reaches the wing main spar lower cap safe life of a total of 4,100 hours TIS or within the next 50 hours TIS after September 9, 2010 (the effective date of this AD), whichever occurs later.

(ii) After this replacement the new spar safe life is 11,700 hours TIS. If, before September 9, 2010 (the effective date of this AD), an airplane main spar lower cap was replaced with P/N 21083-1/-2, the spar safe life for that P/N spar cap is 8,000 hours TIS until the main spar lower cap is replaced with P/N 21118-1/-2. The new spar safe life for P/N 21118-1/-2 is 11,700 hours.

(iii) To extend the initial 4,100 hours TIS safe life of the wing main spar lower cap to a total of 8,000 hours TIS, you may incorporate the optional modification specified in paragraph (f)(4) of this AD.

Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Service Letter #80GG, revised December 21, 2005; Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A, dated January 7, 2009.

(4) To extend the safe life of the wing main spar lower cap to a total of 8,000 hours TIS, you may incorporate the following optional modification. This modification terminates the repetitive inspections required in paragraph (f)(1) of this AD, unless you performed the modification before the airplane reaches a total of 3,200 hours TIS to repair cracks:

(i) Install center splice plate, P/N 20997-2, and extended 8-bolt splice blocks, P/N 20985-1 & -2, and cold-work the lower spar cap fastener holes; and

(ii) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the modification and is separate from the inspections required in paragraph (f)(1) of this AD.

Modify at whichever of the following compliance times occurs first:

(A) Before further flight after any inspection required in paragraph (f)(1) of this AD where a crack is found. If you modify your airplane before the airplane reaches a total of 3,200 hours TIS to repair cracks as required in paragraph (f)(2)(i) of this AD, you must do the eddy current inspections following the compliance times found in paragraph (f)(5) of this AD.

(B) Between 3,200 hours TIS and 4,100 hours TIS.

Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Drawing Number 20995, Sheet 2, Rev. D., dated November 25, 2005; and Snow Engineering Co. Service Letter #240, dated September 30, 2004.

(5) If, before September 9, 2010 (the effective date of this AD) or as a result of performing the repair for cracks following paragraph (f)(2) of this AD, you installed the center splice plate and extended 8-bolt splice blocks, use the following table for compliance times to do the eddy current inspections required in paragraph (f)(1) of this AD. If you find any cracks as a result of any inspection following the compliance times in the following table, you must do the replacement action in paragraph (f)(2)(ii) of this AD:

Table 2–Eddy Current Inspection Compliance Times

Condition of the Airplane	Initially Inspect	Repetitively Inspect Thereafter at Intervals Not to Exceed
(i) If the airplane has already had the center splice plate and extended 8-bolt splice blocks installed at or after 3,200 hours TIS but the fastener holes have not been cold worked, at any time you may cold work the fastener holes to terminate the repetitive inspection	When the airplane reaches a total of 2,400 hours TIS after the modification or within the next 100 days after September 9, 2010 (the effective date of this AD), whichever occurs later.	1,200 hours TIS until the 8,000 hours TIS spar replacement time.

requirements of this paragraph.

(ii) Before reaching 3,200 hours TIS, the airplane had the center splice plate and extended 8-bolt splice blocks already installed but the fastener holes have not been cold worked.	When the airplane reaches a total of 2,400 hours TIS after the modification or within the next 100 days after September 9, 2010 (the effective date of this AD), whichever occurs later.	1,200 hours TIS. Upon reaching 4,800 hours TIS after the modification, inspect repetitively thereafter at intervals not to exceed 600 hours TIS until the 8,000 hours TIS spar replacement time.
(iii) Before reaching 3,200 hours TIS, the airplane had the center splice plate and extended 8-bolt splice blocks installed and the fastener holes have been cold worked.	When the airplane reaches a total of 4,800 hours TIS after the modification or within the next 100 days after September 9, 2010 (the effective date of this AD), whichever occurs later.	600 hours TIS until the 8,000 hours TIS spar replacement time.

(g) To address this problem for AT-802 and AT-802A airplanes, SNs -0092 through -0101, you must do the following, unless already done:

Table 3–Actions, Compliance, and Procedures

Actions	Compliance	Procedures
(1) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps.	Initially inspect upon accumulating 1,700 hours TIS or within the next 50 hours TIS after September 9, 2010 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 800 hours TIS. If the center splice plate, P/N 20994-2, is installed as specified in paragraph (g)(4) of this AD, do the repetitive inspections at intervals not to exceed 2,000 hours TIS.	Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; and Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002.

(2) If you find any cracks as a result of any inspection required by paragraph (g)(1) of this AD, do the following actions. This repair modification terminates the repetitive inspections required in paragraph (g)(1) of this AD:

(i) For cracks that can be repaired, repair the airplane by doing the following actions:

(A) Install the 9-bolt splice blocks and cold-work the lower spar cap fastener holes;

(B) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the repair and is separate from the inspections required in paragraph (g)(1) of this AD; and

(C) Install the center splice plate, P/N 20994-2, per paragraph (g)(4) if not already installed.

(ii) For cracks that cannot be repaired by doing the actions in paragraph (g)(2)(i) of this AD, replace the lower spar caps and associated parts listed following the procedures identified in paragraph (g)(3) of this AD.

Before further flight after the inspection where a crack was found.

Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; and Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002, Snow Engineering Co. Service Letter #281, dated August 1, 2009; and Snow Engineering Co. Drawing Number 20995, Sheet 3, dated November 25, 2005.

(3) Replace the wing main spar lower caps, the web plates, the center joint splice blocks and hardware, and the wing attach angles and hardware, and install the steel web splice plate. This replacement terminates the repetitive inspections required in paragraph (g)(1) of this AD.

(i) Do the replacement at whichever of the following compliance times occurs first:

(A) Before further flight when cracks are found that cannot be repaired by incorporating the modification in paragraph (g)(2)(i) of this AD; or

(B) Before or when the airplane reaches the wing main spar lower cap safe life of a total of 4,100 hours TIS or within the next 50 hours TIS after September 9, 2010 (the effective date of this AD), whichever occurs later.

(ii) To extend the initial 4,100 hours TIS safe life of the wing main spar lower cap to a total of 8,000 hours TIS, you may incorporate the optional modification specified in paragraph (g)(4) of this AD.

(iii) After replacement of the old spar with the new lower spar cap, P/N 21118-1/-2, the new spar safe life is 11,700 hours TIS.

Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Service Letter #80GG, revised December 21, 2005; Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A, dated January 7, 2009.

(4) To extend the safe life of the wing main spar lower cap to a total of 8,000 hours TIS, you may incorporate the following optional modification:

(i) Install center splice plate, P/N 20994-2, if not already installed as part of a repair, and cold-work the lower spar cap fastener holes; and

(ii) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the modification and is separate from the inspections required in paragraph (g)(1) of this AD.

Before the airplane reaches a total of 4,100 hours TIS. After installation of the center splice plate, P/N 20994-2, do the repetitive inspections required in paragraph (g)(1) at intervals not to exceed 2,000 hours TIS. If as of September 9, 2010 (the effective date of this AD) you have already exceeded the 4,100 hours TIS threshold for extending the safe life to 8,000 hours TIS, you may be eligible for an alternative method of compliance following paragraph (m) in this AD.

Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A., dated January 7, 2009; and Snow Engineering Co. Service Letter #245, dated April 25, 2005.

(5) If you find any cracks as a result of any repetitive inspection required by paragraph (g)(4) of this AD, do the following actions. This repair modification terminates the repetitive inspections required in paragraph (g)(4) of this AD:

(i) For cracks that can be repaired, repair the airplane by doing the following actions:

(A) Install the 9-bolt splice blocks and cold-work the lower spar cap fastener holes; and

(B) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the repair and is separate from the inspections required in paragraph (g)(1) of this AD.

(ii) For cracks that cannot be repaired by doing the actions in paragraph (g)(5)(i) of this AD, replace the lower spar caps and associated parts listed following the procedures identified in paragraph (g)(3) of this AD.

Before further flight after the inspection where a crack was found.

Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; and Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002, Snow Engineering Co. Service Letter #281, dated August 1, 2009; and Snow Engineering Co. Drawing Number 20995, Sheet 3, dated November 25, 2005.

(h) To address this problem for AT-802 and AT-802A airplanes, SNs -0102 through -0178, you must do the following, unless already done:

Table 4–Actions, Compliance, and Procedures

Actions	Compliance	Procedures
(1) Do an initial eddy current inspection for cracks of the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. After this initial inspection, you may do the optional cold-working of the lower spar cap fastener holes to increase the hours TIS between repetitive inspections required in paragraph (h)(2) of this AD.	Before the airplane reaches a total of 5,500 hours TIS or within the next 50 hours TIS after September 9, 2010 (the effective date of this AD), whichever occurs later.	Follow Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Service Letter #245, dated April 25, 2005; and Snow Engineering Co. Service Letter #284, dated October 4, 2009.
(2) Repetitively eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps.	<p>(i) <u>For fastener holes that are cold-worked</u>: After the initial inspection, repetitively thereafter inspect at intervals not to exceed 2,200 hours TIS.</p> <p>(ii) <u>For fastener holes not cold-worked</u>: After the initial inspection, repetitively thereafter inspect at intervals not to exceed 1,100 hours TIS.</p>	Follow Snow Engineering Co. Process Specification #197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Service Letter #284, dated October 4, 2009; and (optional) Snow Engineering Co. Service Letter #245, dated April 25, 2005.

(3) If you find any cracks as a result of any inspection required by paragraphs (h)(1) and (h)(2) of this AD, do the following actions. This modification terminates the repetitive inspections required in paragraph (h)(1) and (h)(2) of this AD:

(i) For cracks that can be repaired, repair the airplane by doing the following actions:

(A) Install the 9-bolt splice blocks and cold-work the lower spar cap fastener holes; and

(B) Eddy current inspect for cracks the center splice joint outboard two fastener holes in both the left and right wing main spar lower caps. This eddy current inspection is required as part of the repair and is separate from the inspections required in paragraphs (h)(1) and (h)(2) of this AD.

(ii) For cracks that cannot be repaired by doing the actions in paragraph (h)(3)(i) of this AD, replace the lower spar caps and associated parts listed following the procedures in paragraph (h)(4) of this AD.

Before further flight after the inspection where a crack was found.

Follow Snow Engineering Co. Service Letter #281, dated August 1, 2009; and Snow Engineering Co. Drawing Number 20995, Sheet 3, dated November 25, 2005.

(4) Replace the wing main spar lower caps, the web plates, the center joint splice blocks and hardware, and the wing attach angles and hardware, and install the steel web splice plate. This replacement terminates the repetitive inspections required in paragraphs (h)(1) and (h)(2) of this AD.

(i) Do the replacement at whichever of the following compliance times occurs first:

(A) Before further flight when cracks are found that cannot be repaired by incorporating the repair in paragraph (h)(3)(i) of this AD; or

(B) Before or when the airplane reaches the wing main spar lower cap safe life of a total of 8,000 hours TIS or within the next 50 hours TIS after September 9, 2010 (the effective date of this AD), whichever occurs later.

(ii) After this replacement the new spar safe life is 11,700 hours TIS.

Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Service Letter #80GG, revised December 21, 2005; Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A, dated January 7, 2009.

(i) To address this problem for AT-802 and AT-802A airplanes, SNs -0179 through -0269, you must do the following, unless already done:

Table 5–Actions, Compliance, and Procedures

Actions	Compliance	Procedures
Replace the wing main spar lower caps, the web plates, the center joint splice blocks and hardware, and the wing attach angles and hardware, and install the steel web splice plate.	By the 8,000 hours TIS safe-life or within the next 50 hours TIS after September 9, 2010 (the effective date of this AD), whichever occurs later. After this replacement the subsequent new spar safe life is 11,700 hours TIS.	Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Service Letter #80GG, revised December 21, 2005; Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A, dated January 7, 2009.

(j) To address this problem for AT-802 and AT-802A airplanes, SNs -0270 and subsequent, you must do the following, unless already done:

Table 6–Actions, Compliance, and Procedures

Actions	Compliance	Procedures
Replace the wing main spar lower caps, the web plates, the center joint splice blocks and hardware, and the wing attach angles and hardware, and install the steel web splice plate.	By the 11,700 hours TIS safe-life or within the next 50 hours TIS after September 9, 2010 (the effective date of this AD), whichever occurs later. After this replacement the subsequent new spar safe life is 11,700 hours TIS.	Follow Snow Engineering Co. Service Letter #284, dated October 4, 2009; Snow Engineering Co. Service Letter #80GG, revised December 21, 2005; Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A, dated January 7, 2009.

(k) Report any crack from any inspection required in paragraphs (f), (g), or (h) of this AD within 10 days after the cracks are found on the form in Figure 1 of this AD.

(1) Send your report to Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370.

(2) The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act and assigned OMB Control Number 2120-0056.

Special Permit Flight

(l) Under 14 CFR part 39.23, we are allowing special flight permits for the purpose of compliance with this AD under the following conditions:

- (1) Only operate in day visual flight rules (VFR).
- (2) Ensure that the hopper is empty.
- (3) Limit airspeed to 135 miles per hour (mph) indicated airspeed (IAS).
- (4) Avoid any unnecessary g-forces.
- (5) Avoid areas of turbulence.
- (6) Plan the flight to follow the most direct route.

AD 2010-17-18 INSPECTION REPORT (REPORT <u>ONLY</u> IF CRACKS ARE FOUND)	
<i>General Information</i>	
1. Inspection Performed By:	2. Phone:
3. Aircraft Model:	4. Aircraft Serial Number:
5. Engine Model Number:	6. Aircraft Total Hours TIS:
7. Wing Total Hours TIS:	8. Lower Spar Cap Hours TIS:
<i>Previous Inspection/Repair History</i>	
9. Has the lower spar cap been inspected (eddy-current, dye penetrant, magnetic particle, or ultrasound) before? <input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, an inspection has occurred: Date: _____ Inspection Method: _____ Lower Spar Cap TIS: _____ Cracks found? <input type="checkbox"/> Yes <input type="checkbox"/> No
10. Has there been any major repair or alteration performed to the spar cap? <input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, specify (Description and hours TIS):
<i>Inspection for AD 2010-17-18</i>	
11. Date of AD inspection: Inspection Results:	11a. Cracks found: <input type="checkbox"/> Left Hand <input type="checkbox"/> Right Hand
11b. Crack Length: _____ Location: _____	11c. Does drilling hole to next larger size remove all traces of the crack(s)? <input type="checkbox"/> Yes <input type="checkbox"/> No
12d. Corrective Action Taken:	

Mail report (only if you find any cracks as a result of the inspection for AD 2010-17-18) to: Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370

Figure 1

Alternative Methods of Compliance (AMOCs)

(m) The Manager, Fort Worth Airplane Certification 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: Andy McAnaul, Aerospace Engineer, ASW-150, FAA San Antonio MIDO-43, 10100 Reunion Pl., Ste. 650, San Antonio, Texas 78216, phone: (210) 308-3365, fax: (210) 308-3370. 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.

(n) AMOCs approved for AD 2010-13-08 are not approved for this AD.

Material Incorporated by Reference

(o) You must use Snow Engineering Co. Service Letter 80GG, revised December 21, 2005; Snow Engineering Co. Service Letter 284, dated October 4, 2009; Snow Engineering Co. Service Letter 281, dated August 1, 2009; Snow Engineering Co. Service Letter 245, dated April 25, 2005; Snow Engineering Co. Service Letter 240, dated September 30, 2004; Snow Engineering Co. Process Specification 197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Drawing Number 20995, Sheet 3, dated November 25, 2005; Snow Engineering Co. Drawing Number 20995, Sheet 2, Rev. D., dated November 25, 2005; and Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A., dated January 7, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Snow Engineering Co. Service Letter 80GG, revised December 21, 2005; Snow Engineering Co. Service Letter 284, dated October 4, 2009; Snow Engineering Co. Service Letter 281, dated August 1, 2009; Snow Engineering Co. Service Letter 245, dated April 25, 2005; Snow Engineering Co. Drawing Number 20995, Sheet 3, dated November 25, 2005; Snow Engineering Co. Drawing Number 20995, Sheet 2, Rev. D., dated November 25, 2005; and Snow Engineering Co. Drawing Number 20975, Sheet 4, Rev. A., dated January 7, 2009, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On April 21, 2006 (71 FR 19994, April 19, 2006), the Director of the Federal Register approved the incorporation by reference of Snow Engineering Co. Service Letter 240, dated September 30, 2004; and Snow Engineering Co. Process Specification 197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002.

(3) For service information identified in this AD, contact Air Tractor, Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; fax: (940) 564-5612; E-mail: airmail@airtractor.com; Internet: <http://www.airtractor.com>.

(4) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(5) You may also review copies of the service information incorporated by reference for this AD 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 Kansas City, Missouri on August 11, 2010.

John Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2010-18-02 Thielert Aircraft Engines GmbH: Amendment 39-16415.; Docket No. FAA-2010-0683; Directorate Identifier 2010-NE-25-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective September 9, 2010.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Thielert Aircraft Engines GmbH (TAE):

(1) TAE 125-01 reciprocating engines (commercial designation Centurion 1.7), all serial numbers, if a clutch assembly part number (P/N) 02-7210-11001R13 is installed; and

(2) TAE 125-02-99 reciprocating engines (commercial designation Centurion 2.0), all serial numbers, if a clutch assembly P/N 05-7211-K006001 or P/N 05-7211-K006002 is installed.

(3) These engines are installed on, but not limited to, Cessna 172 and (Reims-built) F172 series (European Aviation Safety Agency (EASA) STC No. EASA.A.S.01527); Piper PA-28 series (EASA STC No. EASA.A.S. 01632); APEX (Robin) DR 400 series (EASA STC No. A.S.01380); and Diamond Aircraft Industries Models DA40 and DA42 airplanes.

Reason

- (d) In-flight shutdown incidents have been reported on airplanes equipped with TAE 125 engines. Preliminary investigations showed that it was mainly the result of nonconforming disc springs (improper heat treatment) used in a certain production batch of the clutch.

We are issuing this AD to prevent engine in-flight shutdown leading to loss of control of the airplane.

Actions and Compliance

- (e) Unless already done, do the following actions.

(1) Before next flight after the effective date of this AD, identify the serial number (S/N) of each P/N 02-7210-11001R13, P/N 05-7211-K006001, and P/N 05-7211-K006002 clutch assembly installed on the airplane. If the S/N matches one of those listed in Thielert Aircraft Engines GmbH Service Bulletin (SB) No. TM TAE 125-0021, dated June 9, 2010, or SB No. TM TAE 125-1011 P1, dated June 9, 2010, as applicable to engine model, replace the clutch assembly within the following compliance times:

(i) For engines with affected clutch assemblies that have accumulated 100 flight hours or more on the effective date of this AD, replace the clutch assembly before further flight.

(ii) For engines with affected clutch assemblies that have accumulated less than 100 flight hours on the effective date of this AD, replace the clutch assembly before accumulating 100 flight hours.

Clutch Assembly Prohibition

(2) After the effective date of this AD:

(i) Do not install an engine having a clutch assembly that is listed by S/N in Thielert Aircraft Engines GmbH Service Bulletin (SB) No. TM TAE 125-0021, dated June 9, 2010, or SB No. TM TAE 125-1011 P1, dated June 9, 2010; and

(ii) Do not install any clutch assembly listed by S/N in Thielert Aircraft Engines GmbH Service Bulletin (SB) No. TM TAE 125-0021, dated June 9, 2010, or SB No. TM TAE 125-1011 P1, dated June 9, 2010, into any engine.

FAA AD Differences

(f) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) and/or service information as follows:

(1) EASA AD 2010-0111-E, dated June 10, 2010 (corrected June 11, 2010) has separate compliance times for engines installed on twin-engine airplanes. This AD does not.

(2) EASA AD 2010-0111-E, dated June 10, 2010 (corrected June 11, 2010) allows a single ferry flight with conditions. This AD does not.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) Refer to MCAI EASA AD 2010-0111-E, dated June 10, 2010 (corrected June 11, 2010), for related information.

(i) Contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: alan.strom@faa.gov; telephone (781) 238-7143; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) You must use Thielert Aircraft Engines GmbH Service Bulletin No. TM TAE 125-0021, dated June 9, 2010, or SB No. TM TAE 125-1011 P1, also dated June 9, 2010, to identify the affected clutch assemblies requiring replacement by this AD.

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

(2) For service information identified in this AD, contact Thielert Aircraft Engines GmbH, Platanenstrasse 14 D-09350, Lichtenstein, Germany, telephone: 37204-696-0; fax: 37204-696-55; e-mail: info@centurion-engines.com.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on August 16, 2010.
Peter A. White,
Assistant Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2010-18-05 Aircraft Industries a.s. (Type Certificate G24EU Previously Held by Letecké Závody a.s. and LET Aeronautical Works): Amendment 39-16418; Docket No. FAA-2010-0839; Directorate Identifier 2010-CE-042-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 30, 2010.

Affected ADs

(b) This AD supersedes AD 2010-14-15; Amendment 39-16360.

Applicability

(c) This AD applies to Aircraft Industries a.s. L-13 Blanik gliders, all serial numbers, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 57: Wings.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

A fatal accident occurred to a L-13 BLANÍK sailplane, in which the main spar of the right wing failed near the root due to positive load. The right wing detached from the aircraft and the pilots lost control of the sailplane.

The preliminary investigation has revealed that the fracture may have been due to fatigue.

The AD 2010-0119-E required immediate inspection of the main spar at the root of the wing to detect fatigue cracking and the accomplishment of the relevant corrective actions as necessary. In addition, the AD 2010-0119-E imposed operational limitations. AD 2010-0122-E retained the requirements of AD 2010-0119-E, which is superseded, and extended the applicability to L-13 A BLANÍK sailplanes.

The requirements of AD 2010-0122-E were considered as interim action to immediately address the unsafe condition. Since issuance of AD 2010-0122-E, based on further information provided by the Austrian Accident Investigation Board, EASA has re-assessed the inspection method as described in Aircraft Industries a.s.

Mandatory Bulletin No. L13/109a. EASA now concludes that the inspection method might not be sufficient for detecting the crack which means that the unsafe condition might still be present even if the sailplane has passed the inspection required by AD 2010-0122-E. Furthermore, the Type Certificate Holder indicates that it is extremely important to remain within the flight limitations specified in the Aircraft Industries a.s. Mandatory Bulletin No. L13/109a. For this reason, this AD further requires a record checking for determining if the sailplane has been operated within the flight limitations.

For all the reasons stated above, as a precautionary measure, this AD is prohibiting operations when a sailplane does not pass the requirements of this AD. For those sailplanes, EASA is currently working with the Type Certificate Holder. When, as a result of the on-going investigation, a solution is later identified, further mandatory action is likely to follow.

Actions and Compliance

(f) To address this problem, before further flight after August 30, 2010 (the effective date of this AD), incorporate an FAA-approved inspection and/or modification program developed specifically for this AD. Corrective action is considered FAA-approved if it is 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.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI requires the owner/operator to submit data regarding certain operations including aerobatic operations, to the European Aviation Safety Agency (EASA) and Aircraft Industries, a.s. so they can determine whether further flight is permitted. The FAA does not require such data to be collected for operations in the United States. The FAA is relying on an inspection and/or modification program approved specifically for this AD to detect and correct cracks before further flight. Until such a program is approved, owners/operators may apply for an alternative method of compliance (AMOC) following 14 CFR 39.19 described in paragraph (f)(1) of this AD. The FAA will work with EASA and Aircraft Industries a.s. to determine if an acceptable level of safety is achieved with the AMOC proposal.

Other FAA AD Provisions

(f) 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: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090. 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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Special Flight Permit

(g) Under 14 CFR part 39.23, we are limiting the special flight permits for this AD by prohibiting aerobatic maneuvers.

Related Information

(h) Refer to MCAI EASA Emergency AD No. 2010-0160-E, dated July 30, 2010, for related information. For future service information that may be developed to address the unsafe condition specified in this AD, contact Aircraft Industries, a.s., Na Záhonech 1177, 686 04 Kunovice, Czech Republic; telephone: +420 572 817 660; fax: +420 572 816 112; Internet: <http://www.let.cz/>; e-mail: ots@let.cz.

Issued in Kansas City, Missouri, on August 17, 2010.
John Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2010-18-06 GA 8 AIRVAN (PTY) LTD: Amendment 39-16419; Docket No. FAA-2010-0847; Directorate Identifier 2010-CE-046-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 30, 2010.

Affected ADs

- (b) This AD supersedes AD 2005-22-02, Amendment 39-14346.

Applicability

- (c) This AD applies to GA 8 Airvan (Pty) Ltd Models GA8 and GA8-TC320 airplanes, all serial numbers, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 52: Doors.

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:

Inspections have revealed cases of excessive wear in the forward slide of the cargo door. Excessive wear in the door slide may result in the door becoming detached from the aircraft in flight, with potentially catastrophic results.

Following a recent in-flight door separation, this amendment is issued to update the service bulletin to remove any ambiguities that could have existed in the previous revision to the referenced service bulletin. It also provides an improved inspection method and a minor design change to the cargo door slide (inclusion of slide backing plate, castellated nut and spilt [sic] pin).

Actions and Compliance

- (f) Unless already done, do the following actions:
 - (1) Within 500 hours total time-in-service (TIS) of the airplane or within the next 10 hours TIS after August 30, 2010 (the effective date of this AD), whichever occurs later, do all of Action 1: of GippsAero Pty. Ltd. Mandatory Service Bulletin SB-GA8-2005-23, Issue 3, dated August 5, 2010.
 - (2) Within 100 hours TIS after doing the actions in paragraph (f)(1) of this AD or within 12 calendar months after doing the actions in paragraph (f)(1) of this AD, whichever occurs first, and repetitively thereafter at intervals not to exceed 100 hours TIS or 12 calendar months, whichever

occurs first, do all of Action 2: of GippsAero Pty. Ltd. Mandatory Service Bulletin SB-GA8-2005-23, Issue 3, dated August 5, 2010.

(3) If a cracked or excessively worn slider is found during any inspection required in paragraph (f)(1) or (f)(2) of this AD, before further flight replace the slider.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI and service information only list the Model GA8 in the applicability. The cargo door for the Model GA8-TC320 has the same design and this AD also applies to the Model GA8-TC320.

Other FAA AD Provisions

(g) 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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090. 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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI Civil Aviation Safety Authority AD No. AD/GA8/3, Amdt 2, dated August 11, 2010, and GippsAero Pty. Ltd. Mandatory Service Bulletin SB-GA8-2005-23, Issue 3, dated August 5, 2010, for related information.

Material Incorporated by Reference

(i) You must use GippsAero Pty. Ltd. Mandatory Service Bulletin SB-GA8-2005-23, Issue 3, dated August 5, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact GippsAero Pty. Ltd., Attn: Technical Services, P.O. Box 881, Morwell, Victoria 3840, Australia; telephone: + 61 03 5172 1200; fax: +61 03 5172 1201; Internet: <http://www.gippsaero.com>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD 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 Kansas City, Missouri, on August 18, 2010.

John R. Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



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EMERGENCY AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/

DATE: August 20, 2010

AD #: 2010-18-51

This Emergency Airworthiness Directive (AD) is prompted by two reports of cracks detected in the lower main rotor hub (hub) at the flex beam bolt hole locations during maintenance on two MDHI Model MD900 helicopters. This condition, if not detected, could result in a crack in the hub, failure of the hub, and subsequent loss of control of the helicopter.

We have reviewed two letters issued by MDHI, dated August 11 and August 16, 2010, recommending diligence in conducting preflight and maintenance inspections of the hub. MDHI has received two reports of a cracked hub. The hubs were returned to MDHI for evaluation. MDHI is analyzing the cracked hubs.

This unsafe condition is likely to exist or develop on other helicopters of the same type design. Therefore, this AD requires, within 4 hours time-in-service, visually inspecting the hub for a crack, paying particular attention to the area of the 5 flex beam bolt hole locations. If you find a crack, this AD requires, before further flight, replacing the unairworthy hub with an airworthy hub. If you find a cracked hub, this AD also requires, within 10 days of finding the crack, contacting the Los Angeles Aircraft Certification Office. This AD is an interim action pending the results of an ongoing investigation to determine further corrective actions.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

2010-18-51 MD HELICOPTERS, INC.: Directorate Identifier 2010-SW-076-AD.

Applicability: Model MD900 helicopters, with lower main rotor hub (hub), part number 900R2102008-103, -105, and -107, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To detect a crack in the hub and prevent the failure of the hub and subsequent loss of control of the helicopter, do the following:

(a) Within 4 hours time-in-service, visually inspect the hub for a crack, paying particular attention to the area of the 5 flex beam bolt hole locations. If you find a crack, before further flight, replace the hub with an airworthy hub.

(b) If you find a crack, within 10 days, report the finding to Roger Durbin, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, e-mail Roger.Durbin@faa.gov or fax (562) 627-5210. Reporting requirements have been approved by the OMB and assigned OMB control number 2120-0056.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Los Angeles Aircraft Certification Office, FAA, ATTN: Roger Durbin, Aviation Safety Engineer, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5233, fax (562) 627-5210, for information about previously approved alternative methods of compliance.

(d) The Joint Aircraft System/Component (JASC) Code is 6220: Main Rotor Head.

(e) Emergency AD 2010-18-51, issued August 19, 2010, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Roger Durbin, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5233, fax (562) 627-5210.

Issued in Fort Worth, Texas, on August 19, 2010.

Mark R. Schilling,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



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EMERGENCY

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/

DATE: August 24, 2010

AD #: 2010-18-52

This superseding Emergency Airworthiness Directive (AD) is prompted by the discovery that Emergency AD 2010-18-51, issued August 18, 2010, contains a typographical error. The existing AD lists the part number (P/N) for the lower main rotor hub (hub) as P/N “900R2102008-103, -105, and -107;” the correct P/N is “900R2101008-103, -105, and -107.” The actions specified by this AD are intended to detect a crack in the hub and prevent failure of the hub and subsequent loss of control of the helicopter.

On August 18, 2010, we issued Emergency AD 2010-18-51. That Emergency AD was prompted by two reports of cracks detected in the hub in the area near the flex beam bolt hole locations during maintenance on two MDHI Model MD900 helicopters. That Emergency AD requires, within 4 hours time-in-service, visually inspecting the hub for a crack, paying particular attention to the area of the 5 flex beam bolt hole locations. If you find a crack, the Emergency AD 2010-18-51 requires, before further flight, replacing the unairworthy hub with an airworthy hub. If you find a cracked hub, the Emergency AD also requires, within 10 days of finding the crack, reporting the finding to the Los Angeles Aircraft Certification Office. The Emergency AD is an interim action pending the results of an ongoing investigation to determine further corrective actions.

Since we issued Emergency AD 2010-18-51, we discovered that we used P/N 900R2102008-103, -105, and -107, in the “Applicability” section of the AD, which is incorrect. The correct P/N is 900R2101008-103, -105, and -107. This Emergency AD contains the same requirements as Emergency AD 2010-18-51 but corrects the P/N for the hub.

We have reviewed two letters issued by MDHI, dated August 11 and August 16, 2010, recommending visual inspections, feedback from operators, and diligence in conducting “preflight inspections” of the hub. MDHI has received reports of two cracked hubs. The hubs were returned to MDHI for evaluation. MDHI is analyzing the cracked hubs.

This unsafe condition is likely to exist or develop on other helicopters of the same type design. Therefore, this AD requires, within 4 hours time-in-service, visually inspecting the hub for a crack, paying particular attention to the area of the 5 flex beam bolt hole locations. If you find a crack, this AD requires, before further flight, replacing the unairworthy hub with an airworthy hub. If you find a cracked hub, this AD also requires, within 10 days of finding the crack, reporting the finding to the Los Angeles Aircraft Certification Office. This AD is an interim action pending the results of an ongoing investigation to determine further corrective actions.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

2010-18-52 MD HELICOPTERS, INC.: Directorate Identifier 2010-SW-078-AD. Supersedes AD 2010-18-51, Directorate Identifier 2010-SW-076-AD.

Applicability: Model MD900 helicopters, with lower main rotor hub (hub), part number 900R2101008-103, -105, and -107, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To detect a crack in the hub and prevent the failure of the hub and subsequent loss of control of the helicopter, do the following:

(a) Within 4 hours time-in-service, visually inspect the hub for a crack, paying particular attention to the area of the 5 flex beam bolt hole locations. If you find a crack, before further flight, replace the hub with an airworthy hub.

(b) If you find a crack, within 10 days, report the finding to Roger Durbin, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, e-mail Roger.Durbin@faa.gov or fax (562) 627-5210. Reporting requirements have been approved by the OMB and assigned OMB control number 2120-0056.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Los Angeles Aircraft Certification Office, FAA, ATTN: Roger Durbin, Aviation Safety Engineer, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5233, fax (562) 627-5210, for information about previously approved alternative methods of compliance.

(d) The Joint Aircraft System/Component (JASC) Code is 6220: Main Rotor Head.

(e) Emergency AD 2010-18-52, issued August 24, 2010, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Roger Durbin, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5233, fax (562) 627-5210.

Issued in Fort Worth, Texas, on August 24, 2010.

Mark R. Schilling,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.