



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

**BIWEEKLY 2011-17**

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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;			
<b>Biweekly 2011-01</b>			
2010-17-18 R1	R	Air Tractor	AT-802 and AT-802A
2010-22-08	COR	Eurocopter France	Rotorcraft: AS 350 B, BA, B1, B2, B3, and D, and Model AS355 E, F, F1, F2, and N
2010-26-04		Piper	PA-28-161
2010-26-09		Sikorsky	Rotorcraft: S-76A, B, and C
2010-26-11		Kaman Aerospace	Rotorcraft: K-1200
2011-01-52	E	Schweizer	Rotorcraft: 269A, A-1, B, C, C-1, and Th-55 series
2011-01-53	E	Piaggio	P-180
	S 2011-01-51		
<b>Biweekly 2011-02</b>			
2010-24-05	COR	Pratt & Whitney Canada	Engine: PW305A and PW305B
2010-26-54		Cessna	LC41-550FG, LC42-550FG
2011-01-03		GROB-WERKE	G102 ASTIR CS, G102 CLUB ASTIR III, G102 CLUB ASTIR IIIb, G102 STANDARD ASTIR III
2011-01-04		Embraer	EMB-500
2011-02-04		M7 Aerospace LP	SA26-AT, SA26-T, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT
<b>Biweekly 2011-03</b>			
2011-01-53	S 2011-01-51	Piaggio Aero Industries	P-180
2011-02-02	S 2008-19-06	Socata	TBM 700
2011-02-08		Aircraft Industries	Glider: L 23 Super Blanik
<b>Biweekly 2011-04</b>			
2011-01-14	S 2005-17-01	Pilatus	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2011-01-53	COR	Piaggio Aero Industries	P-180
	S 2011-01-51		
2011-03-04	S 2009-09-09	Cessna	LC40-550FG (300), LC41-550FG (400), and LC42-550FG (350)
2011-03-05	S 2007-11-03	Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
<b>Biweekly 2011-05</b>			
2010-17-18 R1		Air Tractor	AT-802 and AT-802A
2011-05-01		Piaggio Aero Industries	P-180
2011-05-02		Viking Air Limited	DHC-3
2011-05-06		Thielert	Engine: TAE 125-02-99 and TAE 125-02-114 reciprocating
2011-05-51	E	Turbomeca	Engine: 1E2, 1S, and 1S1 turboshaft
<b>Biweekly 2011-06</b>			
2010-26-51	S 2009-08-03	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2011-03-02		Eurocopter France	Rotorcraft: SA330F, SA330G, and SA330J
2011-03-03		Bell Helicopter Textron Canada Limited	Rotorcraft: 427
2011-03-06		Eurocopter France	Rotorcraft: AS-365N2, AS 365 N3, and SA-365N1
2011-05-07	S 2008-22-21	Allied Ag Cat Productions	G-164, G-164A, G-164B, G-164B with 73" wing gap, G-164B-15T, G-164B-20T, G-164B-34T, G-164C, G-164D, G-164D with 73" wing gap
2011-05-08	S 2011-05-51	Turbomeca	Engine: Arriel 1E2, 1S, and 1S1 turboshaft
2011-06-01		APEX Aircraft	CAP10 B and CAP10 B
2011-06-06	S 2008-24-07	Eclipse	EA500

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<b>Biweekly 2011-07</b>			
2011-05-09		B-N Group Ltd	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R
2011-06-07		Eurocopter France	Rotorcraft: EC130 B4
2011-07-03	S 2007-02-12	Reims Aviation S.A.	F406
<b>Biweekly 2011-08</b>			
2011-06-10	S 99-15-04 R1	Piper Aircraft	PA-46-310P, PA-46-350P, and PA-46R-350T
2011-07-09		Thielert Aircraft Engines GmbH	Engine: TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating
2011-07-13		CPAC, Inc	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2011-08-01	S 2010-25-51	Bell Helicopter Textron	212
<b>Biweekly 2011-09</b>			
2011-06-02		Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-08-06		Honeywell International Inc	LTS101-600A-2, -3, -3A, LTS101-700D-2, LTS101-650B-1, LTS101-650C-3, LTS101-650C-3A, LTS101-750B-1, LTS101-750B-2, LTS101-750C-1, and LTS101-850B-2 turboshaft; and LTP101-600A-1A and LTP101-700A-1A turboprop
2011-09-08		Pacific Aerospace Limited	750XL
<b>Biweekly 2011-10</b>			
2011-04-02	COR	Hamilton Sundstrand Corporation	Propeller: 247F series
2011-09-16		DG Flugzeugbau GmbH	Gliders: DG-808C
2011-09-51	E	Piaggio Aero Industries S.p.A	P-180
<b>Biweekly 2011-11</b>			
2011-06-02	COR	Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-09-19		BURKHART GROB LUFT-UND	Glider: G 103 C Twin III SL
2011-09-51	COR	Piaggio Aero Industries S.P.A.	P-180
2011-10-09	S 2011-01-53 S 87-20-03 R2	Cessna	See AD
2011-10-11		Agusta S.p.A.	Rotorcraft: AB412
2011-10-12		Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and EC130 B4
2011-10-13		Diamond Aircraft Industries GmbH	DA 42, DA 42-NG, and DA 42 M-NG
2011-11-01		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201

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<b>Biweekly 2011-12</b>			
2011-11-03		Various Aircraft	See AD
2011-11-04		L'Hotellier	Appliance: Portable Halon 1211 fire extinguisher
2011-11-07		Diamond Aircraft Industries GmbH	DA 42
2011-12-02		Viking Aircraft Limited	DHC-3 (Otter)
2011-12-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
<b>Biweekly 2011-13</b>			
2011-12-04		BRP-Powertrain GmbH & Co. KG	Engine: 912 F3, 912 S2, 912 S3, 912, 914 F2, 914 F3, and 914 F4
2011-12-07		Eurocopter France	Rotorcraft: SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2011-12-08		Bell Helicopter Textron, Inc.	Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP
2011-12-10	S 2007-26-12	Robinson Helicopter	Rotorcraft: R22, R22 Alpha, R22 Beta, R22 Mariner, R44 and R44 II
<b>Biweekly 2011-14</b>			
2011-09-51	COR S 2011-01-53	Piaggio Aero Industries S.P.A.	P-180
2011-13-02		Costruzioni Aeronautiche Tecnam srl	P2006T
2011-13-03		Lycoming Engines and Teledyne Continental Motors	Engine: TSIO-520-BE, TSIO-360-MB, SB, TIO-540-AK1A, L/TSIO-360-RB, TIO-540-AE2A, TSIO-360-H, O-540-L3C5D, TSIO-520-T, L/TO-360-E1A6D, TIO-540-AG1A, TIO-540-AF1A, TIO-540-AF1B, TIO-540-AH1A, TIO-541-E1D4, TIO-541-E1C4, TIGO-541-E, GTSIO-520-F, GTSIO-520-K, GTSIO-520-D, GTSIO-520-H
<b>Biweekly 2011-15</b>			
2011-12-16	S 2011-01-52	Schweizer	Rotorcraft: 269A, A-1, B, C; C-1; and TH-55 series
2011-13-05		Turbomeca S.A.	Engine: ARRIEL 2B and 2B1 turboshaft
2011-14-05	S 2010-18-52	MD Helicopters, Inc.	Rotorcraft: MD900
2011-14-08		B/E Aerospace	Appliance: Continuous Flow Passenger Oxygen Mask Assembly
2011-14-09	S 2011-11-03	Various Aircraft	See AD
2011-15-05		Hawker Beechcraft	B300 and B300C (C-12W)
2011-15-51	E	Bell Helicopter Textron Canada	Rotorcraft: 407 and 427
<b>Biweekly 2011-16</b>			
None			
<b>Biweekly 2011-17</b>			
2011-15-10		Superior Air Parts and Lycoming Engines	Engine: See AD
2011-15-11		Cessna	337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP



**2011-15-10 Superior Air Parts and Lycoming Engines (formerly Textron Lycoming):**  
Amendment 39-16757; Docket No. FAA-2011-0547; Directorate Identifier 2011-NE-13-AD.

**(a) Effective Date**

This AD is effective August 16, 2011.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the Superior Air Parts engine models and Lycoming engine models listed in Table 1 of this AD with an AVStar Fuel Systems (AFS) fuel servo diaphragm, part numbers (P/Ns) AV2541801 and AV2541803, installed.

**Table 1–Affected Lycoming and Superior Air Parts Engines**

<b>Engine Manufacturer</b>	<b>Engine Model</b>
Lycoming Engines	AEIO-320-D1B, -D2B, -E1A, -E1B, -E2A, -E2B
	AIO-320-A1A, -A1B, -A2A, -A2B, -B1B, -C1B
	IO-320-A1A, -A2A, -B1A, -B1B, -B1C, -B1E, -B1D, -B2A, -C1A, -C1B, -D1A, -D1C, -D1B, -E1A, -E1B, -E2A, -E2B, -F1A
	LIO-320-B1A, -C1A
	AEIO-360-A1A, -A1B, -A1B6, -A1E6, -A1C, -A1D, -A1E, -A2A, -A2B, -A2C, -B1B, -B1D, -B1F, -B1F6, -B1G6, -B2F, -B2F6, -B1H, -B4A, -H1A, -H1B
	AIO-360-A1A, -A1B, -A2A, -A2B, -B1B
	HIO-360-A1A, -A1B, -B1A, -B1B, -C1A, -C1B, -E1AD, -E1BD, -F1AD, -G1A
	IO-360-A1A, -A1B, -A1B6, -A1B6D, -A1C, -A1D, -A1D6, -A1D6D, -A2A, -A2B, -A2C, -A3B6, -A3B6D, -A3D6D, -B1A, -B1B, -B1C, -B1D, -B1E, -B1F, -B1F6, -B1G6, -B2E, -B2F, -B2F6, -B4A, -C1A, -C1B, -C1C, -C1C6, -C1D6, -C1E6, -C1E6D, -C1F, -C1G6, -D1A, -E1A, -F1A, -J1AD, -J1A6D, -K2A, -L2A, -M1A, -M1B
	LIO-360-C1E6, -M1A
	TIO-360-A1A, -A1B, -A3B6, -C1A6D

	IO-540-A1A5, -B1A5, -B1B5, -B1C5, -C1B5, -C1C5, -C2C, -C4B5, -C4B5D, -C4D5, -C4C5, -C4D5D, -D4A5, -D4B5, -D4C5, -E1A5, -E1B5, -E1C5, -G1A5, -G1B5, -G1C5, -G1D5, -G1E5, -G1F5, -J4A5, -K1A5, -K1A5D, -K1B5, -K1B5D, -K1C5, -K1D5, -K1E5, -K1E5D, -K1F5, -K1F5D, -K1G5, -K1G5D, -K1H5, -K1J5, -K1J5D, -K1K5, -K2A5, -L1A5, -L1A5D, -L1B5D, -L1C5, -M1A5, -M1A5D, -M1B5D, -M1C5, -M2A5D, -N1A5, -P1A5, -R1A5, -S1A5, -T4A5D, -T4B5, -T4B5D, -T4C5D, -U1A5D, -U1B5D, -V4A5D, -V4A5, -W1A5, -W1A5D, -W3A5D, -AA1A5, -AA1B5, -AB1A5, -AC1A5, -AE1A5, -AF1A5
	IGO-480-A1A6, -A1B6
	AEIO-540-D4A5, -D4B5, -D4C5, -D4D5, -L1B5D, -L1B5, -L1D5
	IVO-540-A1A
	TIO-540-A1A, -A1B, -A2A, -A2B, -A1C, -A2C, -C1A, -E1A, -F2BD, -G1A, -H1A, -J2B, -J2BD, -K1AD, -N2BD, -R2AD, -S1AD, -T2AD, -U2A, -V2AD, -W2A, -AA1AD, -AB1AD, -AB1BD -AE2A, -AF1A, -AF1B, -AG1A, -AH1A, -AJ1A, AK1A
	LTIO-540-F2BD, -J2B, -J2BD, -K1AD, -N2BD, -R2AD, -U2A, -V2AD, -W2A
	IO-720- A1A, -A1B, -A1BD, -B1A, -B1B, -B1BD, -C1B, -C1BD, -D1B, -D1BD, -D1C, -D1CD
	TIGO-541-B1A, -C1A, -D1A, -D1B, -E1A, -G1AD
Superior Air Parts	IO-360-A1A1, A1A2, A2A1, A2A2, A3A1, A3A2, B1A1, B1A2, B2A1, B2A2, B3A1, B3A2, B4A1, B4A2, B5A1, B5A2, B6A1, B6A2, C1A1, C1A2, C2A1, C2A2, C2A1, C3A2, D1A1, D1A2, D2A1, D2A2, D3A1, D3A2, D4A1, D4A2, D5A1, D5A2, D6A1, D6A2, E1A1, E1A2, E2A1, E2A2, E3A1, E3A2

#### (d) Unsafe Condition

This AD was prompted by an accident involving a Piper PA32R-301. We are issuing this AD to correct the unsafe condition on these products.

#### (e) Compliance

Comply with this AD within the compliance times specified, unless already done.

#### (f) Remove Fuel Servo

If an AFS fuel servo diaphragm P/N AV2541801 or AV2541803 was installed in your fuel servo at any time after May 20, 2010, do the following as specified AVStar Fuel Systems (AFS) Mandatory Service Bulletin (MSB) AFS-SB6, Revision 2, dated April 6, 2011:

- (1) Before further flight remove the fuel servo.
- (2) After the effective date of this AD, don't install any affected fuel servo containing a discrepant AVStar fuel servo diaphragm, P/N AV2541801 or AV2541803, as listed in AFS MSB AFS-SB6, Revision 2, dated April 6, 2011.

**(g) Special Flight Permit**

We will not issue a special flight permit.

**(h) Alternative Methods of Compliance (AMOCs)**

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

**(i) Related Information**

For more information about this AD, contact Neil Duggan, Aerospace Engineer, Atlanta Certification Office, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5576; fax: (404) 474-5606; e-mail: neil.duggan@faa.gov.

**(j) Material Incorporated by Reference**

(1) You must use AVStar Fuel Systems Mandatory Service Bulletin AFS-SB6, Revision 2, dated April 6, 2011, to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(2) The Director of the Federal Register approved the incorporation by reference of AVStar Fuel Systems Mandatory Service Bulletin AFS-SB6, Revision 2, dated April 6, 2011, on September 6, 2011 under 5 U.S.C. 552(a) and 1 CFR part 51.

(3) For service information identified in this AD, contact AVStar Fuel Systems, Inc., 1365 Park Lane South, Jupiter, FL 33458; 561-575-1560; Web site: <http://www.avstardirect.com>.

(4) You may review copies of the service information at the FAA, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202-741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Burlington, Massachusetts, on July 13, 2011.  
Colleen M. D'Alessandro,  
Acting Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



**CORRECTED:** The original copy of this AD omitted Figure 7.

**2011-15-11 Cessna Aircraft Company:** Amendment 39-16758; Docket No. FAA-2011-0450; Directorate Identifier 2011-CE-010-AD.

**(a) Effective Date**

This AD is effective September 6, 2011.

**(b) Affected ADs**

AD 2010-21-18, Amendment 39-16478, is related to the subject of this AD.

**(c) Applicability**

This AD applies to Cessna Aircraft Company (Cessna) Models 337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP airplanes, all serial numbers, that:

- (1) Are certificated in any category; and
- (2) Are or have ever been modified by Flint Aero, Inc. Supplemental Type Certificate (STC) SA5090NM.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57; Wings.

**(e) Unsafe Condition**

This AD was prompted by a review of installed Flint Aero, Inc. wing tip auxiliary fuel tanks, STC SA5090NM. We are issuing this AD to detect and correct damage in the wings and to prevent overload failure of the wing due to the installation of the STC. Damage in the wing or overload failure of the wing could result in structural failure of the wing, which could result in loss of control.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Required Actions**

- (1) Within the next 50 hours time-in-service (TIS) after September 6, 2011 (the effective date of this AD) or within 30 days after September 6, 2011 (the effective date of this AD), whichever occurs first, do a general and focused inspection of the left and right wing for internal and external damage at wing stations (WSTA) 150 and 177. Do the inspections following Appendix 1 of this AD.

(2) After the inspection required in paragraph (g)(1) of this AD if no damage was found and before the modification required in paragraph (g)(5) of this AD is incorporated, anytime severe and/or extreme turbulence is encountered during flight, before the next flight do a focused inspection of the wing for damage following steps 1, 2, 3, 4, 7, and 10 in Appendix 1 of this AD. Also inspect for signs of distress in the upper front spar in the area around WSTA 150 and 177. The definition of severe and extreme turbulence can be found in table 7-1-9 of the FAA Aeronautical Information Manual (AIM). You may obtain a copy of the FAA AIM at [http://www.faa.gov/air\\_traffic/publications/atpubs/aim/](http://www.faa.gov/air_traffic/publications/atpubs/aim/).

(3) For airplanes that have not had the modification specified in paragraphs (g)(4) and (g)(5) incorporated, within the next 50 hours time-in-service (TIS) after September 6, 2011 (the effective date of this AD) or within 30 days after September 6, 2011 (the effective date of this AD), fabricate a placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot's clear view:

(i) "MAINTAIN AT LEAST 12 GAL OF FUEL IN EACH WING TIP FUEL TANK FOR AIRPLANE WEIGHTS BETWEEN 3,400 LBS AND 4,330 LBS."

(ii) "MAINTAIN FULL FUEL IN EACH WING TIP FUEL TANK FOR AIRPLANE WEIGHTS AT OR ABOVE 4,330 LBS."

(4) If damage or signs of distress are found during the inspections required in paragraphs (g)(1) and (g)(2) of this AD, before further flight do the following:

(i) Repair all damaged and distressed parts following FAA Advisory Circular (AC) 43.13-1B, Chapter 4, which can be found at <http://rgl.faa.gov/>;

(ii) Incorporate the modification reinforcement specified in Flint Aero, Inc. Service Bulletin FA2, Rev 2, dated April 8, 2011, or Flint Aero, Inc. Service Bulletin FA2, Rev 3, dated May 3, 2011, following Flint Aero, Inc. Drawing FA2, Rev A, dated April 8, 2011;

(iii) Remove the placard specified in paragraph (g)(3) of this AD;

(iv) Fabricate a new placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot's clear view: "MAINTAIN AT LEAST 12 GAL OF FUEL IN EACH WING TIP FUEL TANK FOR AIRPLANE WEIGHTS AT OR ABOVE 4,330 LBS"; and

(v) Incorporate the information from Appendix 2 of this AD into the Limitations section of the Flint Aero, Inc. Airplane Flight Manual Supplement.

(5) If no damage or signs of distress are found during the inspections required in paragraphs (g)(1) and (g)(2) of this AD, within the next 100 hours TIS after September 6, 2011 (the effective date of this AD) or within 12 months after September 6, 2011 (the effective date of this AD), whichever occurs first, do the following:

(i) Incorporate the modification reinforcement specified in Flint Aero, Inc. Service Bulletin FA2, Rev 2, dated April 8, 2011, or Flint Aero, Inc. Service Bulletin FA2, Rev 3, dated May 3, 2011, following Flint Aero, Inc. Drawing FA2, Rev A, dated April 8, 2011;

(ii) Remove the placard specified in paragraph (g)(3) of this AD;

(iii) Fabricate a new placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot's clear view: "MAINTAIN AT LEAST 12 GAL OF FUEL IN EACH WING TIP FUEL TANK FOR AIRPLANE WEIGHTS AT OR ABOVE 4,330 LBS"; and

(iv) Incorporate the information from Appendix 2 of this AD into the Limitations section of the Flint Aero, Inc. Airplane Flight Manual Supplement.

(6) You may incorporate the modification reinforcement specified in Flint Aero, Inc. Service Bulletin FA2, Rev 2, dated April 8, 2011, or Flint Aero, Inc. Service Bulletin FA2, Rev 3, dated May 3, 2011, following Flint Aero, Inc. Drawing FA2, Rev A, dated April 8, 2011, at any time after the inspection required in paragraph (g)(1) of this AD but no later than the compliance time specified in paragraph (g)(5) of this AD as long as no cracks were found. As required in paragraph (g)(4) of this AD, the modification reinforcement must be incorporated before further flight if damage or signs of distress are found.

**(h) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Los Angeles 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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

**(i) Related Information**

For more information about this AD, contact Dara Albouyeh, Aerospace Engineer, FAA, Los Angeles ACO, 3960 Paramount Blvd., Lakewood, CA 90712; phone: (562) 627-5222; fax: (562) 627-5210; e-mail: dara.albouyeh@faa.gov.

**(j) Material Incorporated by Reference**

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on September 6, 2011:

- (i) Flint Aero, Inc. Service Bulletin FA2, Rev 2, dated April 8, 2011;
- (ii) Flint Aero, Inc. Service Bulletin FA2, Rev 3, dated May 3, 2011; and
- (iii) Flint Aero, Inc. Drawing FA2, Rev A, dated April 8, 2011.

(2) For service information identified in this AD, contact Flint Aero, Inc., 1942 Joe Crosson Drive, El Cajon, CA 92020; phone: (619) 448-1551; fax: (619) 448-1571; Internet: <http://www.flintaero.com>.

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

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

**Appendix 1 to AD 2011-15-11****General and Focused Inspection Procedures**

Perform a general and focused inspection of the wing for internal and external damage from wing station (WSTA) 23 to the wing tip. The general inspection must be performed in accordance with 14 CFR 43.15(c), using a checklist that includes at least the scope and detail of the items contained in Appendix D of 14 CFR part 43. The focused inspection must include the items listed below. Remove all wing access panels to conduct the inspections. Do these inspections following the manufacturer's service information and any other appropriate guidance, such as FAA Advisory Circular (AC) 43.13-1B Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair. AC 43.13-1B can be found at <http://rgl.faa.gov/>.

## Focused inspection items to look for:

- (1) Wrinkles in upper wing skins, from the outboard edge on the fuel tank access covers (WSTA 150 or 177) to the WSTA 222 (See View B, Figure 3).
- (2) Wrinkles in the upper wing skins from WSTA 55 to 66, adjacent to the booms (See View E, Figure 6).
- (3) Cracking of the upper wing skins. Pay particular attention to any wrinkles, the radius between stiffeners at WSTA 150 (under fuel tank covers), and unreinforced access holes (See View B, Figure 3).
- (4) Working (smoking) rivets outboard of the wing tank access covers.
- (5) Fasteners with less than two diameters edge distance.
- (6) Fasteners with less than four diameters center to center spacing.
- (7) Looseness of attachments of the tip extension to the wing and wing tip to wing extension when pushing up and down on the tip.
- (8) Any signs of distress along both front and rear spars, particularly in the area around WSTA 177.
- (9) Inspect under any repairs to the upper skins, particularly in the area just outboard of the fuel tank access covers as these may be covering up existing damage.
- (10) Inter-rivet buckling of the stringers attached to the upper surface skin, outboard of the fuel tank access covers (See View F, Figure 7).
- (11) Inspect rib at WSTA 222 for damage. Trimming of the rib may have been done to allow installation of fuel lines (See View A, Figure 2). Repair in accordance with AC 43.13-1B, Chapter 4, paragraph 4-58(g) and Figure 4-14, or by using another FAA-approved method that restores equivalent strength of the wing rib.
- (12) Inspect and identify screws, installed in tapped (threaded) holes in metal substructure, used to attach wing tips, stall fences, fuel and electrical components, and access doors. For tapped holes, remove fastener and open up the diameter to provide a smooth bore hole, for the smallest oversize fastener, using close tolerance holes noted in AC 43.13-1B, paragraph 7-39 or other FAA-approved scheme. Maintain minimum 2 x fastener diameter edge distance and 4 x fastener diameter center to center spacing. Select and install new, equivalent strength or stronger, fasteners with nuts/collars in accordance with AC 43.13-1B, Chapter 7 and AC 43.13-2B, paragraph 108 or other FAA-approved repair. New fasteners must not have threads in bearing against the sides of the holes.
- (13) Inspect wing skins for unreinforced cutouts. (See View C, Figure 4).
- (14) Inspect the upper spar cap horizontal flanges for open holes (See View D, Figure 5).

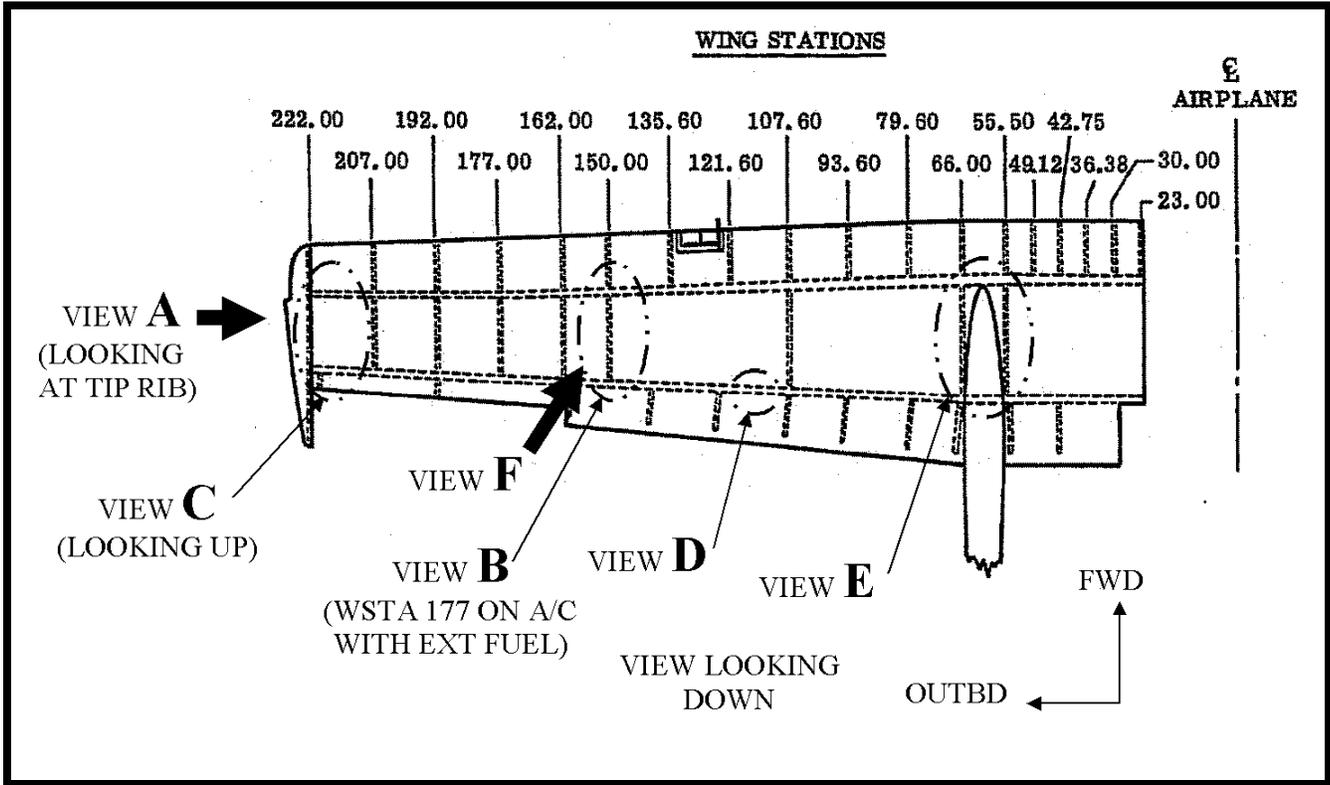


Figure 1

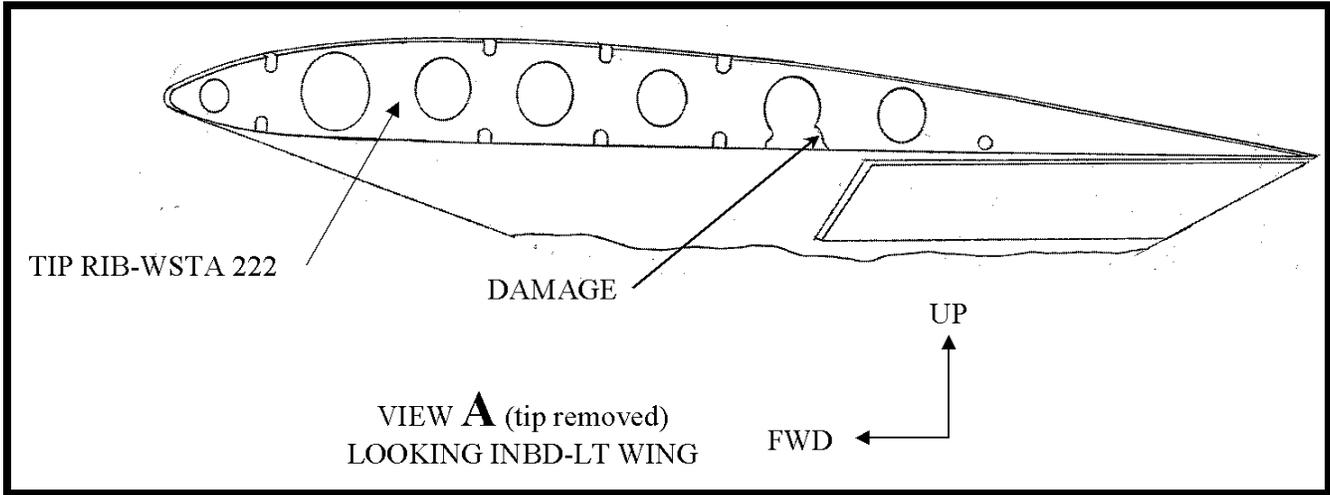


Figure 2

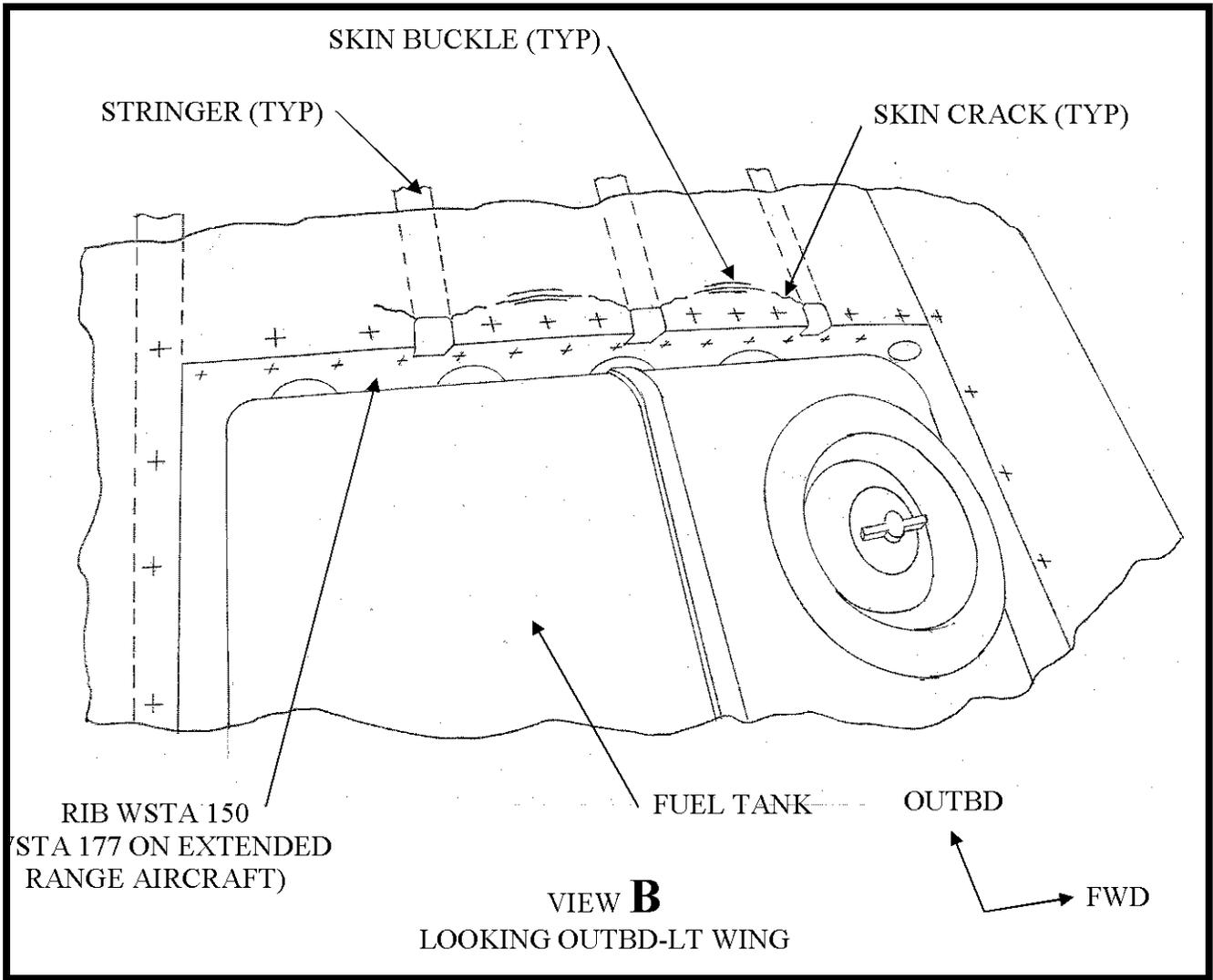


Figure 3

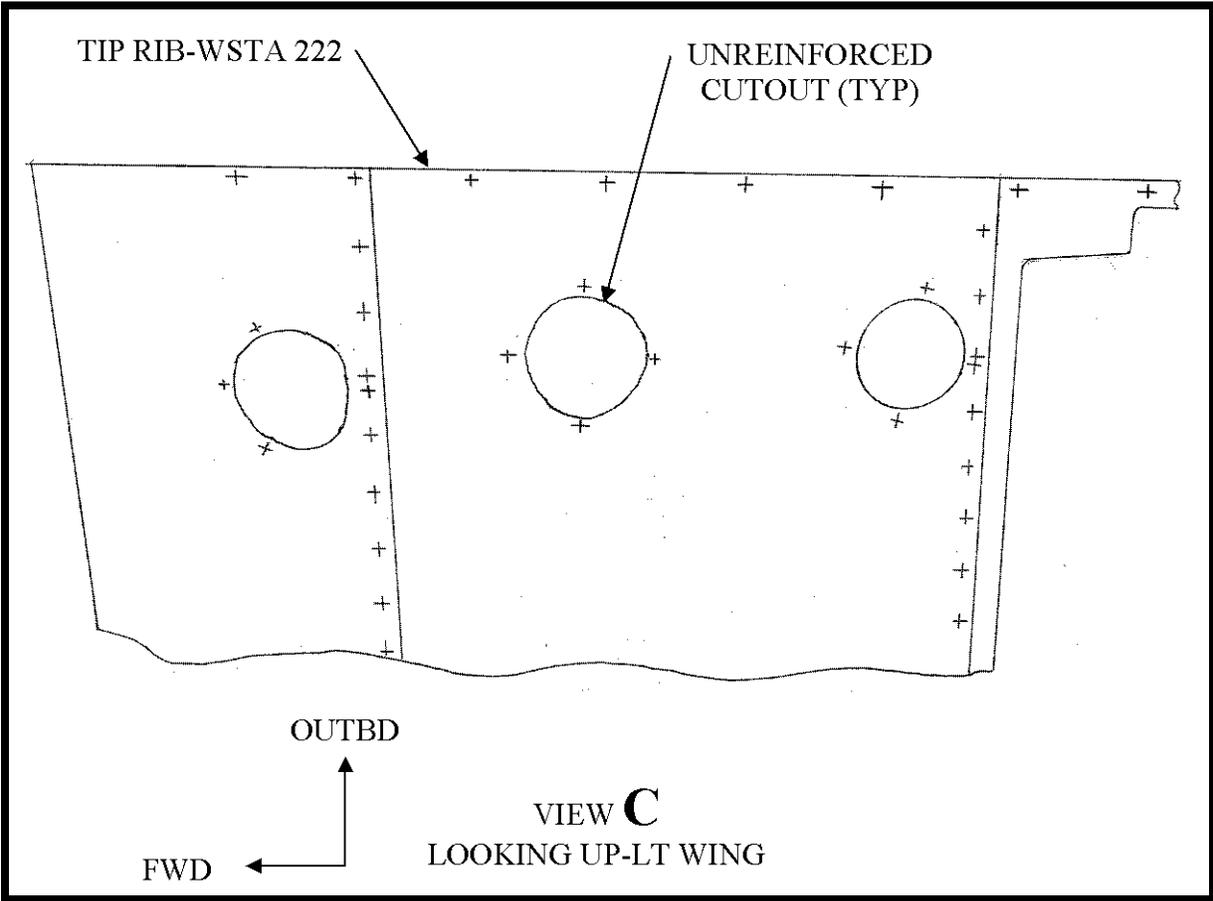


Figure 4

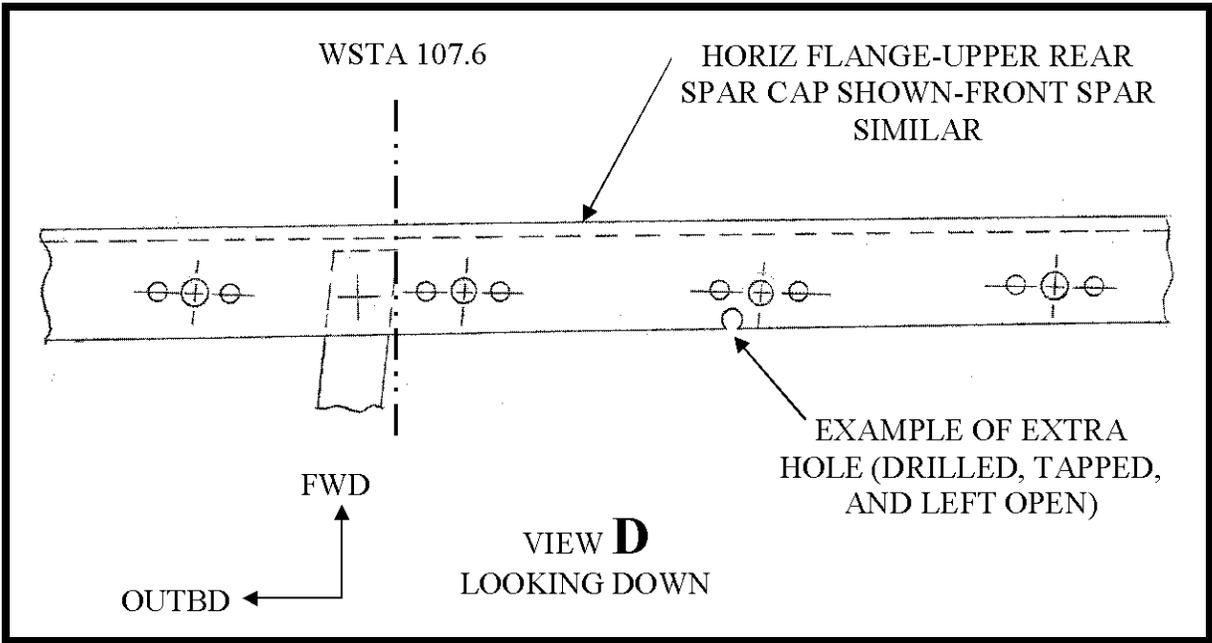


Figure 5

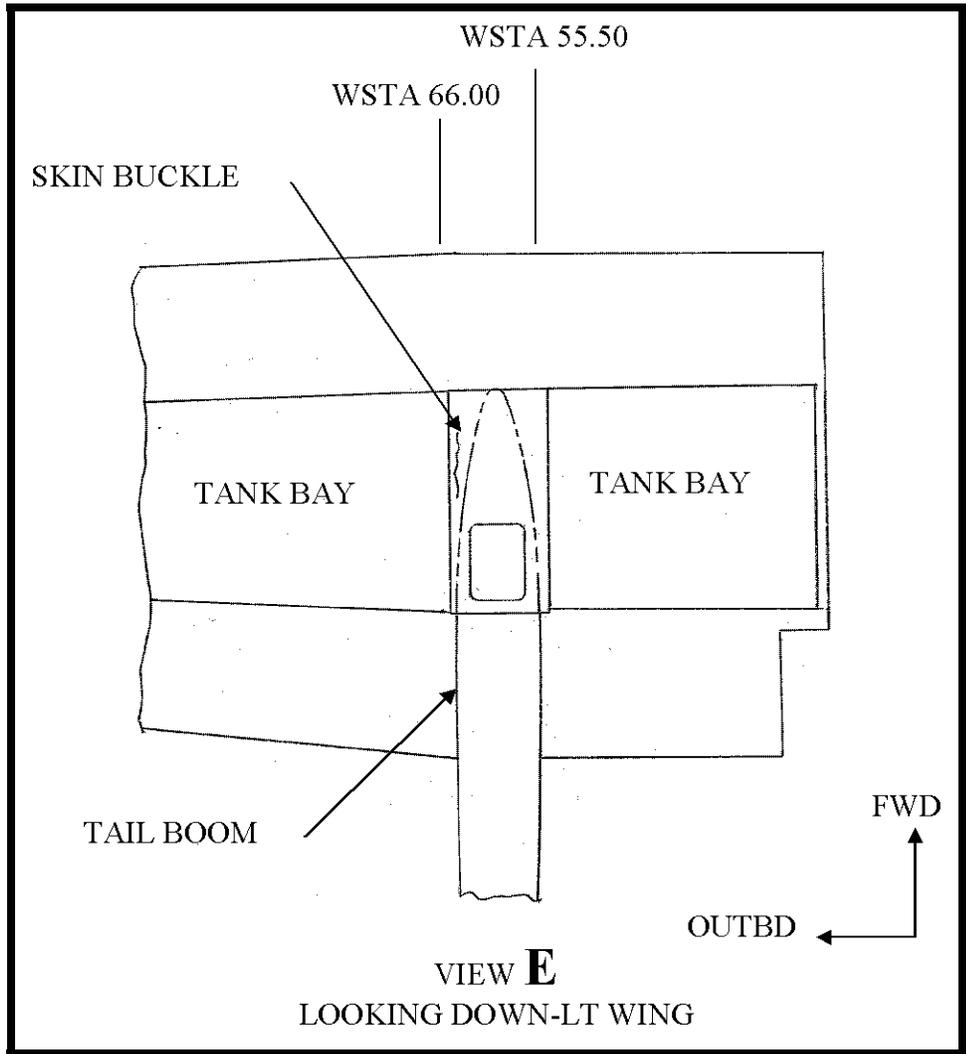
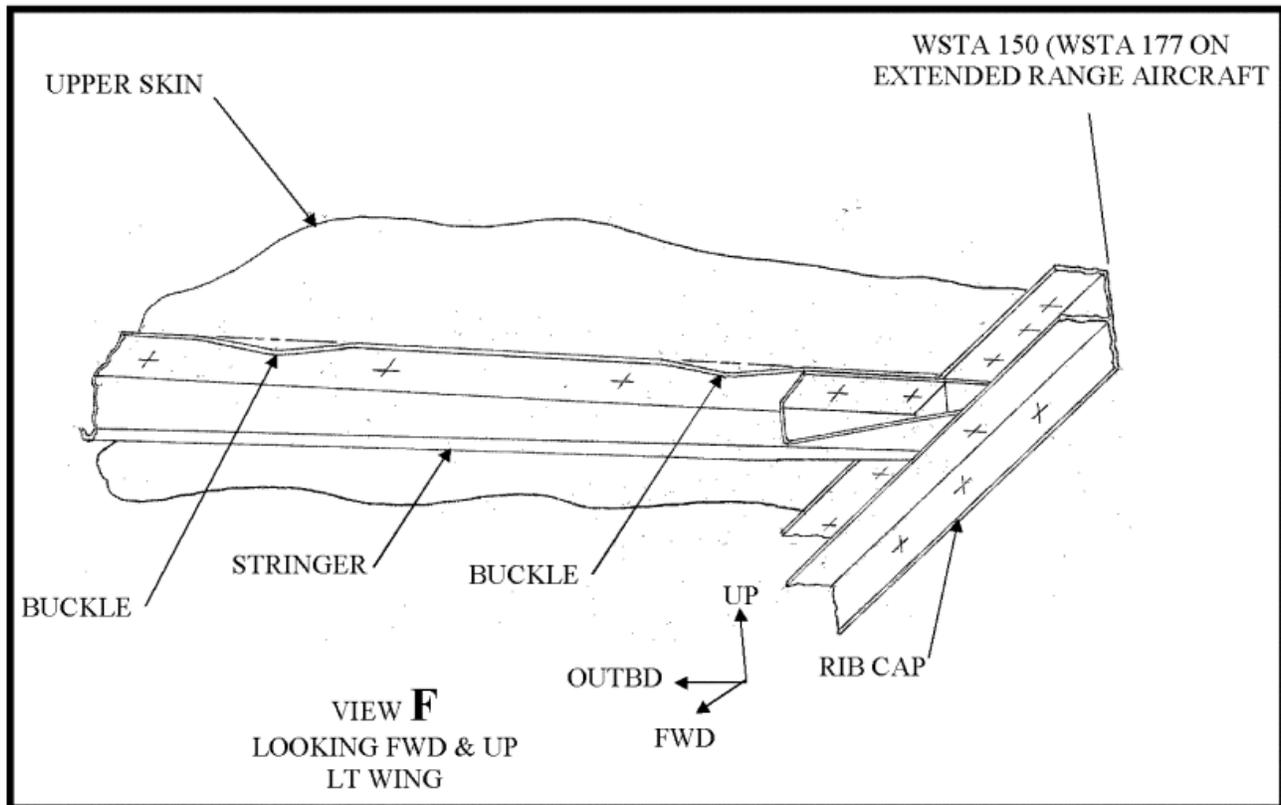


Figure 6



**Figure 7**

**Appendix 2 to AD 2011-15-11**

Airworthiness Limitations for the Flint Aero, Inc. Airplane Flight Manual Supplement.

"MAINTAIN AT LEAST 12 GAL OF FUEL IN EACH WING TIP FUEL TANK FOR AIRPLANE WEIGHTS AT OR ABOVE 4,330 LBS."

Issued in Kansas City, Missouri, on July 14, 2011.

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