



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

BIWEEKLY 2009-21

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

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

Biweekly 2009-01

2008-17-51		MD Helicopters, Inc	Rotorcraft: MD900
2008-26-01	S 2008-11-17	Air Tractor, Inc	See AD
2008-26-02	S 2006-06-51	General Electric Company	Engine: CT7-8A
2008-26-05		Bombardier-Rotax GmbH	Engine: 914 F
2008-26-10		Cessna	See AD
2008-26-11		Piper	See AD
2008-26-12		Aircraft Industries a.s	Sailplane: L 23 Super Blanik

Biweekly 2009-02

No Small Aircraft ADs were issued during Biweekly 2009-02.

Biweekly 2009-03

2009-01-11		Turbomeca	Engine: Arriel 2B and 2B1
2009-02-02		Polskie Zaklady Lotnicze Spolka zo.o	PZL M26 01
2009-02-03		Lycoming Engines, SeeAD	Engine: See AD

Biweekly 2009-04

No Small Aircraft ADs were issued during Biweekly 2009-04.

Biweekly 2009-05

2008-02-08	S 2006-21-11	Turbomeca	Engine: Turmo IV A and IV C
2009-03-04		Turbomec	Engine: Arriel 1E2, 1S, and 1S1
2009-03-05		Pratt Whitney Canada	Engine: PW206A, PW206B, PW206B2, PW206C, PW206E, PW207C, PW207D, and PW207E
2009-04-01		Wytownia Sprzetu Komunikacyjnego	Engine: PZL-10W
2009-04-04		Cessna	401, 401A, 401B, 402, 402A, 402B
2009-04-05		Cessna	182Q and 182R
2009-04-08		BURKHART GROB LUFT- UND RAUMFAHRT GmbH & CO KG	Glider: G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO, G 103 C TWIN III
2009-04-09	S 2008-11-10	Viking Air Limite	DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300
2009-04-14		PILATUS AIRCRAFT LTD	PC-12/47E
2009-05-01	S 2007-04-12	Gippsland Aeronautics Pty. Ltd	GA8
2009-05-05		Avidyne Corporation	Primary Flight Displays
2009-05-06		Embraer	EMB-500

Biweekly 2009-06

2009-05-07	S 2008-06-17	Pilatus Aircraft Ltd	PC-12, PC-12/45, PC-12/47, PC-12/47E
2009-05-12		Cessna	208 and 208B

Biweekly 2009-07

2009-05-08		Trimble or Freeflight Systems	Appliance: Global positioning system (GPS)
2009-05-09		Bell Helicopter Textron, Inc.	Rotorcraft: 412, 412EP, 412CF
2009-06-01		Eurocopter France	Rotorcraft: EC 155B and EC155B1
2009-06-07		Agusta S.p.A.:	Rotorcraft: AB139 and AW139
2008-07-51	E	Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, and 206L and 407 and 427
2009-07-52	E, S 2009-07-52	Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, and 206L and 407 and 427
2009-07-53	E	Sikorsky Aircraft	Rotorcraft: S-92A

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Biweekly 2009-08			
2006-08-08 R1	R	Air Tractor, Inc.	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2009-07-08		Piper	PA-46-350P and PA46R-350T
2009-07-09		DORNIER Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-07-13		MD Helicopters, Inc.	Rotorcraft: MD900
2009-07-14		Diamond Aircraft Industries GmbH	DA 40
2009-08-03	S 2007-19-52	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2009-08-05		Liberty Aerospace Incorporated	XL-2
Biweekly 2009-09			
2009-07-52	FR	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A series, 206B series, and 206L
2009-08-08		Turbomeca	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B, and 2B1
2009-08-09		EADS SOCATA	TBM 700
2009-08-10	S 2009-04-14	Pilatus Aircraft Ltd	PC-12/47E
2009-08-11		Pilatus Aircraft Ltd	PC-12 and PC-12/45
2009-09-51	E	EUROCOPTER FRANCE	Rotorcraft: EC225LP
Biweekly 2009-10			
2009-07-53	FR	Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2009-09-03		Turbomeca S.A.	Engine: Arriel 2B and 2B1
2009-09-04		EADS-PZL	PZL-104 WILGA 80
2009-09-09		Cessna	LC40-550FG, LC41-550FG, LC42-550FG
Biweekly 2009-11			
2009-10-04	S 2007-17-06	Diamond Aircraft	DA 40, DA 40F
2009-10-09		Cessna	See AD
2009-10-14		Hartzell	Propeller: See AD
2009-11-05	S 2008-10-12	Air Tractor, Inc.	AT-400, AT-400A, AT-402A, AT-402B, AT-502, AT-502A, AT-502B, AT-503A, AT-602, AT-802, AT-802A
Biweekly 2009-12			
2009-11-01	S 95-21-12	Eurocopter Deutschland GmbH	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2009-11-06		M7 Aerospace LP	SA226-AT, SA226-T, SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, and SA227-DC (C-26B)
2009-11-10		Eurocopter Deutschland GmbH	EC135
2009-12-51	E	Turbomeca S.A.	Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
Biweekly 2009-13			
2009-12-01		Bell Helicopter Textron, Inc	See AD
2009-12-07		Agusta S.p.A	Rotorcraft : A109E, A109S, A119, and AW119MKII
2009-12-12		ATR-GIE Avions de Transport Régional	ATR42-500, ATR72-212A
2009-12-14		Aeromot-Industria Mecanico Metalurgica Ltda	Glider: AMT-100, AMT-200, AMT-200S, AMT-300
2009-12-15		GROB-Werke	G120A
2009-12-16		Dornier Luftfahrt GmbH	228-100, 228-101, 228-200, 228-201, 228-202, 228-212
2009-13-01		Sikorsky	Rotorcraft: S-92A
2009-13-04		Dornier Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-13-05		Socata	TBM 700
2009-13-06		Piper	See AD

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AD No.	Information	Manufacturer	Applicability
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Biweekly 2009-14			
2009-12-51	FR	Turbomeca S.A	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
2009-13-10		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201
2009-14-01		Turbomeca S.A	Arrius 2F
Biweekly 2009-15			
2009-14-10	S 2009-09-04	EADS-PZL Warszawa-Okecie S.A.	PZL-104 WILGA 80
2009-14-11		Turbomeca S.A.	Engine: ARRIUS 2F
2009-14-13	S 2003-14-07	Pilatus Aircraft Ltd	PC-12, PC-12/45, PC-12/47, PC-12/47
2009-15-01		Hawker Beechcraft Corporation	G36
2009-15-05		Cessna Aircraft Company	208, 208B
Biweekly 2009-16			
2009-03-05	COR	Pratt & Whitney Canada	Engine: PW206A, PW206B, PW206B2, PW206C, PW206E, PW207C, PW207D, and PW207E
2009-15-13		Honeywell International Inc.	Engine: T5313B, T5317A, T5317A-1, T5317B, and T5317BCV
Biweekly 2009-17			
2007-03-17 R1		Socata	TBM 700
2009-15-14		Agusta S.p.A	Rotorcraft: AB139, AW139
2009-15-15		Bell Helicopter Textron Canad	Rotorcraft: 427
2009-16-02		Pilatus Aircraft Limited	PC-7
2009-16-03		Superior Air Parts, Inc. (SAP)	See AD
Biweekly 2009-18			
2009-17-05		Honeywell International Inc.	Engine: TPE331-10 and TPE331-11
2009-18-03	S 2007-19-14	Pilatus Aircraft Ltd.	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
2009-18-04		Air Tractor, Inc.	AT-802, AT-802A
Biweekly 2009-19			
2009-18-17		Agusta S.p.A.	Rotorcraft: AB412 and AB412 EP
Biweekly 2009-20			
2009-19-03	S 2009-13-10	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201
2009-19-07		Teledyne Continental Motors	Engine: O-470, IO-470, TSIO-470, IO-520, TSIO-520, IO-550, and IOF-550
2009-19-51	E	Agusta S.p.A.	Rotorcraft: AB 139 and AW 139
Biweekly 2009-21			
2009-19-07	COR	Teledyne Continental Motors	Engine: See AD
2009-20-04		Glaser-Dirks Flugzeugbau Gmbh	Glider: DC-100
2009-20-07		Dornier Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, and Dornier 228-202
2009-20-13		Glaser-Dirks Flugzeugbau Gmbh	Glider: DC-100



CORRECTION: [*Federal Register: October 7, 2009 (Volume 74, Number 193)*]; Page 51464-51465; www.access.gpo.gov/su_docs/aces/aces140.html]

2009-19-07 Teledyne Continental Motors: Amendment 39-16023. Docket No. FAA-2009-0367; Directorate Identifier 2009-NE-10-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 7, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Teledyne Continental Motors (TCM) O-470, IO-470, TSIO-470, IO-520, TSIO-520, IO-550, and IOF-550 reciprocating engine models listed in Table 1 of this AD that have one or more affected TCM cylinders installed. To identify the affected cylinders, cross reference the engine models in Table 1 of this AD with the engine serial numbers found in Tables 1, 1A, 2, and 2A of TCM Mandatory Service Bulletin (MSB) No. MSB09-1B, dated July 14, 2009. Use the tables found in MSB No. MSB09-1B, dated July 14, 2009, to also identify spare EQ3 cylinders by cylinder part number and cylinder serial number that may have been installed on these engines.

Table 1 - Engine Models Affected

O-470-G, K, L, R, S, M, U
IO-470-C, D, E, F, H, L, M, N, S, U, V, VO
TSIO-470-B, C, D
IO-520-A, B, BA, BB, C, CB, D, E, F, J, K, L, M, MB
TSIO-520-AF, B, BB, C, CE, D, DB, E, EB, G, H, J, JB, K, KB, L, LB, M, N, NB, P, R, T, UB, VB, WB
IO-550-A, B, C, D, E, F, L
IOF-550-B, C, D, E, F, L

(d) These engines are installed on, but not limited to, Alexandria Aircraft LLC (formerly Bellanca) model 300 Super Viking; Beech Bonanza 33, 35 and 36 series, Beech Baron 56 and 58 series, Cessna 180, 182, 188, 205, 206, 207, 210, 303, 310, 320, 402, and 414 model series; Aero

Commander 200 and 500; certain Rockwell (formerly Meyers) Windecker Eagle 200, and Navion airplanes.

Unsafe Condition

(e) This AD results from reports of 35 EQ3 cylinders found cracked. We are issuing this AD to prevent loss of engine power due to cracks in the cylinder head, possible engine failure, and fire in the engine compartment.

Compliance

(f) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Identification and Initial Visual Inspection

(g) Within 20 flight hours after the effective date of this AD, identify EQ3 cylinders using Step 1 of TCM MSB No. MSB09-1B, dated July 14, 2009.

(1) Within 20 flight hours after the effective date of this AD, for EQ3 cylinders with 400 or more hours total time of operation on the effective date of this AD, perform an initial visual inspection of the cylinder for cracks using Step 2, paragraph B, of TCM MSB No. MSB09-1B, dated July 14, 2009.

(2) For EQ3 cylinders with fewer than 400 hours total time of operation on the effective date of this AD, perform an initial visual inspection of the cylinder for cracks before reaching 400 hours total time of operation, using Step 2, paragraph B, of TCM MSB No. MSB09-1B, dated July 14, 2009.

(3) Remove from service before flight, any cylinders found cracked.

Repetitive Visual Inspections

(h) Repeat the visual inspections required by this AD every 50 hours of operation. Use Step 2, paragraph B, of TCM MSB No. MSB09-1B, dated July 14, 2009, to perform the inspection.

(i) Remove from service before flight, any cylinders found cracked.

Removal of All EQ3 Cylinders From Service

(j) Within 1,300 hours total time of operation after the effective date of this AD, remove all EQ3 cylinders from service.

EQ3 Cylinder Installation Prohibition

(k) After the effective date of this AD, do not install any EQ3 cylinder onto any engine, or any EQ3 cylinder-equipped engine, onto any aircraft.

Previous Credit

(l) Initial visual inspections done before the effective date of this AD per TCM MSB No. MSB09-1A, dated March 11, 2009, comply with the initial inspection requirements specified in this AD.

Alternative Methods of Compliance

(m) The Manager, Atlanta Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(n) Under 14 CFR 39.23, we are limiting the special flight permits for this AD to engines that have no evidence of fuel or combustion staining in the cylinder crack location, and for a total special flight time of 5 hours.

Related Information

(o) Contact Anthony Holton, Engineer, Propulsion, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, 1701 Columbia Avenue, College Park, Georgia 30337; e-mail anthony.holton@faa.gov; telephone: (404) 474-5567; fax: (404) 474-5606, for more information about this AD.

Material Incorporated by Reference

(p) You must use Teledyne Continental Motors Mandatory Service Bulletin No. MSB09-1B, dated July 14, 2009, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Teledyne Continental Motors, Inc., PO Box 90, Mobile, AL 36601; telephone (251) 438-3411, or go to: <http://tcmlink.com/servicebulletins.cfm>, for a copy of this service information. 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 September 8, 2009.
Peter A. White,
Assistant Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2009-20-04 Glaser-Dirks Flugzeugbau GmbH: Amendment 39-16027; Docket No. FAA-2009-0881; Directorate Identifier 2009-CE-050-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective October 19, 2009.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model DG-100 gliders, serial numbers 5 and 21 through 103, certificated in any category.

Subject

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

Reason

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

The Elevator control bearing stand RU19 was required to be inspected for correct production in 1978 in accordance with Technical Note (TN) No. 301/6. In 2009, an accident occurred with a DG-100. The suspension bolt was found torn out of the bearing stand making the elevator uncontrollable. The investigation confirmed that the bearing stand had not been produced correctly. It is therefore assumed that the inspections per TN 301/6 did not produce reliable results.

As a consequence, this new Airworthiness Directive (AD) mandates replacement of the bearing stand with a reinforced version.

Actions and Compliance

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

- (1) Before further flight after October 19, 2009 (the effective date of this AD), inspect the bearing stand RU19 following paragraph 1 of the Instructions section of DG Flugzeugbau Technical note No. 301/26, Rev. 1, dated August 4, 2009. You may take credit for this paragraph if the bearing

stand was inspected before October 19, 2009 (the effective date of this AD) following DG Flugzeugbau Technical note No. 301/26, dated July 16, 2009.

(2) If any discrepancy is found (crack, delamination, etc.), before further flight replace the bearing stand RU19 following paragraph 3 of the Instructions section of DG Flugzeugbau Technical note No. 301/26, Rev. 1, dated August 4, 2009.

(3) Within 3 months after October 19, 2009 (the effective date of this AD) replace the bearing stand RU19 following paragraph 3 of the Instructions section of DG Flugzeugbau Technical note No. 301/26, Rev. 1, dated August 4, 2009. You may take credit for this paragraph if the bearing stand RU19 has been replaced before October 19, 2009 (the effective date of this AD) following DG Flugzeugbau Technical note No. 301/6, dated May 29, 1978, or following paragraph 3 of the Instructions section of DG Flugzeugbau Technical note No. 301/26, dated July 16, 2009.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:

(1) DG Flugzeugbau GmbH Technical Note No. 301/26, Rev. 1, dated August 4, 2009, states that instruction 1 may be executed by the pilot/owner. By FAA regulations, this AD requires all affected gliders to have the required actions done by an appropriately rated mechanic.

(2) The MCAI states to do the actions following DG Flugzeugbau GmbH Technical Note No. 301/26, dated July 16, 2009. DG Flugzeugbau GmbH updated the technical note after the MCAI was issued. We are requiring you use the updated technical note (DG Flugzeugbau GmbH Technical Note No. 301/26, Rev. 1, dated August 4, 2009) to do the actions of this AD, unless the AD specifies otherwise.

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, Glider Program Manager, 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 (EASA) Emergency AD No.: 2009-0163-E, dated July 29, 2009, DG Flugzeugbau GmbH Technical Note No. 301/26, dated July 16, 2009; DG Flugzeugbau GmbH Technical Note No. 301/26, Rev. 1, dated August 4, 2009; and DG Flugzeugbau Technical note No. 301/6, dated May 29, 1978, for related information.

Material Incorporated by Reference

(i) You must use DG Flugzeugbau GmbH Technical Note No. 301/26, Rev. 1, dated August 4, 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 DG Flugzeugbau GmbH, Otto-Lilienthal-Weg 2, 76646 Bruchsal, Federal Republic of Germany; telephone: + 49 (0) 7251 3020140; Fax: +49 (0) 7251 3020149; Internet: <http://www.dg-flugzeugbau.de/index-e.html>; E-Mail: dirks@dg-flugzeugbau.de.

(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 September 17, 2009.

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



2009-20-07 Dornier Luftfahrt GmbH: Amendment 39-16030; Docket No. FAA-2009-0574; Directorate Identifier 2009-CE-028-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 3, 2009.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Models Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, and Dornier 228-202 airplanes, all serial numbers, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 32: Landing Gear.

Reason

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

A stub axle failure of the main landing gear on a Dornier 228-200 aeroplane was reported to RUAG Aerospace. Investigations revealed that the fracture of the axle—manufacturer Part Number (P/N) A-511000B28B was due to fatigue. Already in the year 1993 two failures of P/N A-511000B28B axles occurred. Those events led in 1994 the Luftfahrt-Bundesamt—Germany's National Aviation Authority—to publish Airworthiness Directive (AD) D-1994-042 to mandate the replacement of A-511000B28B axles by improved-design axle with P/N A-511000C28B (Dornier Luftfahrt GmbH Service bulletin 228-214).

It is believed that a misinterpretation of the Dornier 228 repair/maintenance documentation caused inadvertent installation of A-511000B28B axle on the accident aeroplane's main landing gear with P/N A-511000C00F. This configuration was not approved for installation and was therefore not addressed by LBA AD D-1994-042 or Dornier SB-228-214.

The actions specified in this Airworthiness Directive are intended to prevent main landing gear failure, which could result in loss of control of the aeroplane during landing operations.

The MCAI requires inspection of the main landing gear (MLG) and, if applicable, replacement of the MLG stub axle.

Actions and Compliance

(f) Unless already done, do the following actions following RUAG Aerospace Defence Technology Dornier 228 Service Bulletin SB-228-276, dated October 16, 2008:

(1) Within the next 14 days after November 3, 2009 (the effective date of this AD), inspect the main landing gear (MLG) stub axle.

(2) If any P/N A-511000B28B stub axle is found, before accumulation of 9,500 total landings on the axle, or before further flight if total landings on the axle exceed 9,500 total landings on November 3, 2009 (the effective date of this AD), replace the axle or the housing assembly with a new axle P/N A-511000C28B. If the total number of landings accumulated by the stub axle cannot be positively determined, the stub axle must be considered to have accumulated more than 9,500 total landings.

(3) Operators that do not have landing (or cycle) records may determine the number of landings (or cycles) by dividing the number of hours time-in-service of each airplane by the time of the average flight for the aircraft of that type in the operator's fleet.

Note 1: P/N A-511000C28B axle together with the housings P/N A-511000C27B and P/N A-521000C27B form the Axle Assemblies P/N AD511010A00C and P/N AD521010A00C, which are life limited to 48,000 landings per the Dornier 228 Time Limits/Maintenance Checks Manual (TLMCM) Chapter 05-10-10.

(4) As of November 3, 2009 (the effective date of this AD), do not install MLG assemblies P/N A-511000C00F and P/N A-521000C00F fitted with a P/N A-511000B28B stub axle on any airplane.

FAA AD Differences

Note 2: 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 EASA AD No.: 2009-0062, dated March 13, 2009; and RUAG Aerospace Defence Technology Dornier 228 Service Bulletin SB-228-276, dated October 16, 2008, for related information.

Material Incorporated by Reference

(i) You must use RUAG Aerospace Defence Technology Dornier 228 Service Bulletin SB-228-276, dated October 16, 2008, 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 RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, 82231 Wessling, Federal Republic of Germany, telephone: +49 (0)8153-30-2280; fax: +49 (0) 8153-30-3030; E-mail: custsupport.dorner228@ruag.com; Internet: <http://www.ruag.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 September 21, 2009.

Scott A. Horn,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-23211 Filed 9-28-09; 8:45 am]



2009-20-13 Glaser-Dirks Flugzeugbau GmbH: Amendment 39-16036; Docket No. FAA-2009-0897; Directorate Identifier 2009-CE-048-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective October 21, 2009.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model DG-100 gliders, all serial numbers, certificated in any category.

Subject

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

Reason

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

"During a pre-flight inspection of a DG-100 sailplane, a rod end of the aileron control push-rod at the control column was found broken. The investigation revealed that the broken rod end was made of machining steel as initially used in the first years at Glaser-Dirks. This new Airworthiness Directive (AD) mandates inspection and as necessary replacement of the control column rod ends with high-strength steel rod ends."

Actions and Compliance

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

- (1) Before further flight after October 21, 2009 (the effective date of this AD), inspect the control column rod end following paragraph 1 of the Instructions section of DG Flugzeugbau Technical note No. 301/25, 323/16, Rev. 1, dated August 4, 2009.

- (2) If, during the inspection, an X is not found on the rod end, replace the rod end with a high-strength steel rod end (identified with an X on the rod end) following paragraph 2 of the Instructions section of DG Flugzeugbau Technical note No. 301/25, 323/16, Rev. 1, dated August 4, 2009, as follows:

- (i) Before further flight if any defects (cracks, corrosion pits, etc.) are found; or

(ii) Within 3 months after October 21, 2009 (the effective date of this AD) if no defects are found.

(3) As of the effective date of this AD, adhere to the following using the referenced service information:

(i) If installing a rod end without an X, ensure it has passed the inspection in paragraph (f)(1) of this AD and replace it with one with an X no later than 3 months after October 21, 2009 (the effective date of this AD); and

(ii) As of 3 months after October 21, 2009 (the effective date of this AD), only install a rod end with an X.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:

(1) DG Flugzeugbau GmbH Technical Note No. 301/25, 323/16, Rev. 1, dated August 4, 2009, states that instruction 1 may be executed by the pilot/owner. By FAA regulations, this AD requires all affected gliders to have the required actions done by an appropriately-rated mechanic.

(2) The MCAI states to do the actions following DG Flugzeugbau GmbH Technical Note No. 301/25 or DG Flugzeugbau GmbH Technical Note No. 323/16, both initial issue dated July 17, 2009. DG Flugzeugbau GmbH updated the technical note after the MCAI was issued. We are requiring you use the updated technical note (DG Flugzeugbau GmbH Technical Note No. 301/25, 323/16, Rev. 1, dated August 4, 2009) to do the actions required.

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, Glider Program Manager, 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 (EASA) Emergency AD No.: 2009-0167-E, dated July 30, 2009, and DG Flugzeugbau GmbH Technical Note No. 301/25, 323/16, Rev. 1, dated August 4, 2009, for related information.

Material Incorporated by Reference

(i) You must use DG Flugzeugbau GmbH Technical Note No. 301/25, 323/16, Rev. 1, dated August 4, 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 DG Flugzeugbau GmbH, Otto-Lilienthal-Weg 2, 76646 Bruchsal, Federal Republic of Germany; telephone: + 49 (0) 7251 3020140; Fax: +49 (0) 7251 3020149; Internet: <http://www.dg-flugzeugbau.de/index-e.html>; E-Mail: dirks@dg-flugzeugbau.de.

(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 September 24, 2009.

Scott A. Horn,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.