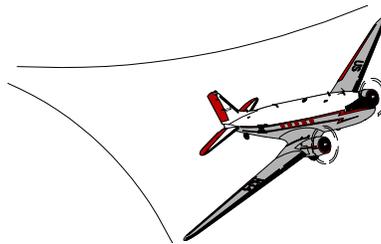


SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department
of Transportation
**Federal Aviation
Administration**

AIRCRAFT CERTIFICATION SERVICE
800 INDEPENDENCE AVENUE, S.W.
WASHINGTON, DC 20591

No. ACE-99-02
October 21, 1998

Published by: FAA, AFS-610, P.O. Box 26460, Oklahoma City, OK 73125

This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

Introduction:

The purpose of this Special Airworthiness Information Bulletin (SAIB) is to alert owners/operators of Aeronca model K, KS, KC, CF, KCA, 50-C, 65-C, 65-CA, 50L, 50-LA, 65-LB, 15AC, C-2 (Standard and Scout), PC-2, C3, PC-3, KF, 50-F, KM, 50-M, LA, LB, LC, 50-TC, 60-TF, 65-TC, 65-TF, 50-TL, 65-TL, 65-TAC, 65-TAF, 65-TAL, YO-58, O-58A, O-58B; Aircraft Parts & Development Corp. (Callair) models A, A-2, A-3, A-4, A-5, A-5T, A-6; Cessna model 120, 140, 170; Champion model 7AC, 7EC, 7ECA, 7GCAA, 7GCBA, 7KCAB; Commonwealth (Rearwin) model 175, 180, 180F, 185, 190F, 2000-CO, Junior 3000, Junior 4000, 6000, 6000M, 7000, 7000 Deluxe, 8500, 8500 Deluxe, 9000-KR, 9000-KR Deluxe, 9000-L, 9000-L Deluxe, 9000, 9000 Deluxe; Dart model G, GC, GK, GW; Good, Roy A. (Rearwin) model 8090, 8125, 8135, 8135T; Luscombe model 8, 8A, 8B, 8C, 8D, 8E, 8F, T-8F, 11A; Monocoupe model 90, 90A, 90AF, 90AF-100, 90AL-115; Piper model J3, J4, J5, PA-11, PA-12, PA-14, PA-17, PA-18, PA-19, PA-20, PA-25; Stinson model HW-75, 10, 10A; Taylorcraft model BC, BC-65, BC12-65, BC-12D, BC12-D1, BC12D-85, BC12D-4-85, BF, BF-65, BF12-65, BL, BL-65, BL12-65, DC-65, DCO-65, DF-65, DL-65; Univair Aircraft Corp. (Stinson) model 108, 108-1, 108-2, 108-3, 108-5; and White International LTD (Aviat/Pitts) model S-1S, S-1T, S-2, S-2A, S-2S, S-2B series airplanes of possible failure of the Maule P/N TW-23 tail wheel. P/N TW-23 tail wheel is a component of the tail wheel assembly, P/N SFSA-1-4/1-2/3-4. The suspect tail wheels were produced from May 5, 1997 to July 13, 1998. This information is advisory in nature and not mandated by regulation.

Background:

Reports have been received of the Maule tail wheel tires failing upon landing resulting in minor damage to the airplane and some control difficulties. These tires consist of a steel inner tube to which the solid rubber is molded. Investigation has revealed a problem with the manufacturing process. There is a possibility that during the rubber molding process, the steel inner tube could have been deformed which weakens the side wall and can cause an out-of-balance condition. In addition, there have been some cases in which the rubber was not properly cured and remained soft inside. Also, there is some indication that the molded rubber tire is not adhering properly to the steel inner tube.

Maule has prepared a Service Bulletin (SB), No. 19, dated August 27, 1998, which details the inspection recommended on those tail wheel units supplied by Maule during the time frame of May 5, 1997 through July 13, 1998.

Recommendation:

Based on current information, the FAA is only recommending the following actions however, the FAA will continue this investigation. Additional actions such as issuance of an Airworthiness Directive may be found to be warranted based upon analysis of new information.

The FAA is recommending the following:

(a) Determine if the tail wheel (P/N TW-23) or tail wheel assembly (P/N SFSA-1-4/1-2/3-4) was replaced with a new Maule assembly during the time frame of May 5, 1997 to July 13, 1998.

(b) If either the tail wheel or the assembly was replaced, visually inspect the solid rubber tire for signs of possible distress. The distress may appear as a bulge, ridge, tear, crack, delamination or other deterioration. If the rubber is not cured properly, the outside diameter of the tire will appear slightly rounded instead of flat.

(c) If the tire is found unacceptable, replace with a serviceable tail wheel of the same part number before further flight. A serviceable part is a Maule tail wheel which was manufactured prior to May 5, 1997, or after July 13, 1998 or an approved assembly manufactured by another company.

(d) New properly manufactured tail wheels and tail wheel assemblies will be available from Maule in late September 1998.

(e) A copy of Maule SB No. 19 may be obtained by calling the Maule Customer Service Department at (912) 985-2045 or fax (912) 890-2402. Alternatively, you may contact the Service Department by mail at: Maule Aerospace Technology, Inc.

2099 Georgia Hwy. 133 South
Moultrie, GA 31768

For Further Information Contact:

Jerry Robinette, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, 1895 Phoenix Boulevard, One Crown Center, Suite 450, Atlanta, GA 30349; telephone (770) 703-6096, fax (770) 703-6097, email: Jerry.Robinette@faa.gov.