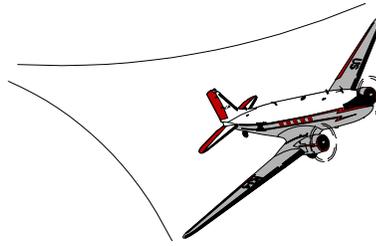


SPECIAL AIRWORTHINESS INFORMATION BULLETIN

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460



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

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SAIB's are posted on the internet at <http://av-info.faa.gov>

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 advise registered owners/operators of Russian SU-29 model aircraft of the need for an aileron inspection.

Background:

The Small Airplane Directorate of the Federal Aviation Administration (FAA), has recently received safety information from the National Transportation Safety Board for the Russian Sukhoi SU-29 aerobatic aircraft. The safety information was the result of a non-fatal accident that occurred September 1, 1999, in the United States and subsequent investigation by the NTSB, FAA, and Sukhoi. The accident was the result of an in-flight failure of the right aileron. This information may already have been provided to you from the manufacturer or U.S. dealer. Because the Sukhoi Model SU-29 does not have a U.S. Type Certificate, the FAA does not plan to issue an Airworthiness Directive.

Recommendation:

The manufacturer is recommending the following actions. The FAA is also recommending that these actions be followed by the operators of these aircraft. The following information is taken from an NTSB letter to the Interstate Aviation Committee in Moscow which is responsible for the aircraft type design. For all SU-29 aircraft with flight time of more than 200 hours, and all SU-29 aircraft manufactured between 1992 and 1995, inspections and corrective actions should be accomplished which include:

- a. Inspect for cracks at the trailing edge of the aileron in the wood spar. If any cracks are found, it is recommended that the aileron be replaced before further flight.
- b. Inspect for evidence of any movement at the attachment point aerodynamic compensators (spades) at the ailerons. If any movement is found, it is recommended that the ailerons be replaced before further flight.
- c. Inspect the bottom of the inboard aileron surface for cracks at the actuator arm attachment bellcrank. If any cracks are found, it is recommended that the aileron be replaced before further flight.
- d. Check the aileron deflection for maximum travel of 28 degrees up and down, plus or minus one degree. If travel deflection exceeds this maximum travel, check and adjust the aileron stops located below the aft cockpit floor. If no abnormal deflections are found, it is recommended that aerodynamic compensator modifications be installed before further flight.

The above inspections are also recommended during any normal maintenance.

Note: Each time the ailerons are replaced, the aileron travel and aileron stops should be checked and adjusted, if necessary.

For Further Information Contact:

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