



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

BIWEEKLY 2010-17

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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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



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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Aviation Safety

AIRWORTHINESS DIRECTIVE

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