

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

**SMALL AIRPLANES, ROTORCRAFT, GLIDERS,  
BALLOONS, & AIRSHIPS**

**BIWEEKLY 2013-10**

*5/6/2013 - 5/19/2013*



Federal Aviation Administration  
Engineering Procedures Office, AIR-110  
P.O. Box 25082  
Oklahoma City, OK 73125-0460

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**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S - Supersedes

**Biweekly 2013-01**

2012-26-07		Eurocopter France	AS350BA helicopters
2012-26-09		Burkhart GROB Luft-und Raumfahrt GmbH	GROB G 109 and GROB G 109B sailplanes
2012-26-10		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-366G1, SA-365C, SA-365C1, and SA-365C2 helicopters
2012-26-11		Bell Helicopter Textron Inc	205A, 205A-1, and 205B helicopters
2012-26-12		Thielert Aircraft Engines	TAE 125-02-99 and TAE 125-02-114 reciprocating engines
2012-26-13	S 2011-07-09	Thielert Aircraft Engines GmbH	TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating engines
2012-26-15		Honeywell International Inc	See AD
2012-27-02		Turbomeca S.A.	ARRIEL 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines

**Biweekly 2013-02**

2012-17-08		Bell Helicopter Textron Inc	204B, 205A, 205A-1, 205B, and 212 helicopters
2012-24-09	COR	Lycoming Engines and Continental Motors, Inc.	TIO-540-AK1A, TSIO-360-MB, TSIO-360-SB, and TSIO-360-RB reciprocating engines
2013-01-06		Pilatus Aircraft Ltd	PC-7
2013-02-01		Bell Helicopter Textron Inc	206L, 206L-1, and 206L-3 helicopters, and Model 206L-4 helicopters

**Biweekly 2013-03**

2013-01-04		Bell Helicopter Textron, Inc	412 and 412EP helicopters
2013-01-05		Eurocopter France	AS350B3 and EC130B4 helicopters
2013-01-07		Turbomeca S.A.	Arriel 2D turboshaft engines
2013-02-13		Piper Aircraft, Inc	PA-28-236, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-201T, PA-28R-201, PA-28-235, PA-28R-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28RT-201, PA-28RT-201T, PA-32-260, PA-32-301, PA-32-301T, PA-32-300, PA-32R-300, PA-32R-301T, PA-32R-301 (SP), PA-32R-301 (HP), PA-32RT-300, PA-32RT-300T, PA-32S-300, PA-32-301FT, PA-32-301XTC, PA-34-200, PA-34-200T, PA-34-220T, PA-44-180, and PA-44-180T
2013-03-03		MD Helicopters, Inc.	500N, 600N, and MD900 helicopters

**Biweekly 2013-04**

2012-26-16	S 2009-14-13	Pilatus Aircraft Ltd.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2013-03-01	S 2010-20-18	Pacific Aerospace Limited	FU24-954 and FU24A-954
2013-03-02	S 2012-19-09	Eurocopter France	EC 155B, EC155B1, SA-365N1, AS-365N2 AS 365 N, and AS 365 N3 helicopters
2013-03-04		Sikorsky Aircraft Corporation	269D and Model 269D
2013-03-09		DG Flugzeugbau GmbH	DG-1000T gliders
2013-03-10		Lindstrand Hot Air Balloons Ltd	Appliance: Female ACME threaded hose connectors
2013-03-14		Pratt & Whitney Canada Corp.	PT6C-67C turboshaft engines
2013-03-15		Cessna Aircraft Company	172R and 172S
2013-03-16	S 2011-08-01	Bell Helicopter Textron	204B, 205A, 205A-1, 205B, 210 and 212 helicopters
2013-03-21		Pratt & Whitney Canada Corp.	PW206B, PW206B2, PW206C, PW207C, PW207D, PW207D1, PW207D2, and PW207E turboshaft engines
2013-04-02		Reims Aviation S.A.	F406

**Biweekly 2013-05**

2013-04-06		Eurocopter France	AS332C, AS332L, and AS332L1 helicopters
2013-04-08		Diamond Aircraft Industries GmbH	H-36, HK 36 R, HK 36 TS, and HK 36 TTS
2013-04-09		Costruzioni Aeronautiche Tecnam srl	P2006T
2013-05-01	S 2011-24-08	Turbomeca S.A.	Makila 1A2 turboshaft engines

**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S - Supersedes

**Biweekly 2013-06**

2012-26-06	S 97-10-15	Erickson Air-Crane Incorporated	S-64F helicopters
2013-04-06		Eurocopter France	AS332C, AS332L, and AS332L1 helicopters
2013-05-14		Bell Helicopter Textron, Inc.	412 and 412EP helicopters
2013-05-17		Sikorsky Aircraft Corporation	S-61A, D, E, L, N, NM, R, and V helicopters
2013-05-23		Eurocopter France	AS332C, L, and L1 helicopters
2013-06-02		Diamond Aircraft Industries GmbH	DA 42 M-NG and DA 42 NG

**Biweekly 2013-07**

2004-21-08 R1		Cessna Aircraft Company	190, 195 (L-126A,B,C), 195A, and 195B
2008-07-11 R1		Pilatus Aircraft Ltd.	PC-12, PC-12/45, and PC-12/47
2013-03-10		Lindstrand Hot Air Balloons Ltd	Appliance: female ACME threaded hose connectors
2013-05-15		Robinson Helicopter Company	R44 and R44 II helicopters
2013-05-16		MD Helicopters, Inc.	369D, E, F, and FF helicopters
2013-05-21		Eurocopter France	EC130 B4 helicopters
2013-05-22		Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A109S, and A119 helicopters
2013-06-04		Reims Aviation S.A.	F406
2013-06-07		Eurocopter France	SA-365N1, AS-365N2, and AS 365 N3 helicopters
2013-06-51		See AD	See Ad

**Biweekly 2013-08**

2013-07-01		Diamond Aircraft Industries GmbH	DA 42, DA 42 M-NG, and DA 42 NG
2013-07-05		Eurocopter France	EC130B4 helicopters
2013-07-06		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-07-12		BRP Powertrain GmbH & Co KG Rotax	912 F2; 912 F3, 912 F4, 912 S2; 912 S3, 912 S4, 914 F2; 914 F3; and 914 F4 engines
2013-08-04		Grob-Werke	G115EG
2013-08-06		Bell Helicopter Textron Canada	430 helicopters
2013-08-07		Eurocopter France	AS332C, L, and L1 helicopters

**Biweekly 2013-09**

2004-21-08 R1		Cessna Aircraft Company	190, 195 (L-126A,B,C), 195A, and 195B
2012-25-01		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2012-25-04		Eurocopter France	AS350B3 helicopters
2013-03-18		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
2013-08-05		Cessna Aircraft Company	525
2013-08-17		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2013-08-19		Eurocopter France	AS350B, BA, B1, B2, B3, C, D, D1, AS355E, F, F1, F2, and N helicopters
2013-08-21		Diamond Aircraft Industries GmbH	DA 40 NG
2013-08-22		Turbomeca S.A.	1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines

**Biweekly 2013-10**

2013-04-08 R1		Diamond Aircraft Industries GmbH	HK 36 R, HK 36 TS, and HK 36 TTS powered gliders
2013-08-14	S 2005-12-02	Revo, Incorporated	COLONIAL C-1, COLONIAL C-2, LAKE LA-4, LAKE LA-4A, LAKE LA-4P, and LAKE LA-4-200
2013-09-05		Twin Commander Aircraft LLC	690, 690A, and 690B
2013-09-06		Agusta	A119 and AW119 MKII helicopters
2013-09-09	S 98-22-15	Slingsby Sailplanes Ltd.	Dart T.51, Dart T.51/17, and Dart T.51/17R sailplanes
2013-10-01		Spectrolab Nightsun XP Searchlight	Appliance: See AD
2013-10-51	E	Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters



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**2013-04-08 R1 Diamond Aircraft Industries GmbH:** Amendment 39-17447; Docket No. FAA-2012-1172; Directorate Identifier 2012-CE-040-AD.

**(a) Effective Date**

This AD is effective May 6, 2013.

**(b) Affected ADs**

This AD revises AD 2013-04-08 (78 FR 14160, March 5, 2013), Amendment 39-17365.

**(c) Applicability**

This AD applies to the following Diamond Aircraft Industries GmbH models and serial number (S/N) powered gliders, certificated in any category: HK 36 R powered gliders, S/Ns 36.300 through 36.414; HK 36 TS powered gliders, S/Ns 36.415 and 36.416; and HK 36 TTS powered gliders, S/N 36.393.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) Code 27: Flight Controls.

**(e) Unsafe Condition**

This AD was prompted by reports of installation of an unsuitable self-locking nut on the bell crank of the elevator push rod that can cause failure of the elevator, resulting in loss of control. We are issuing this revised AD because we evaluated all the relevant information and determined it is not necessary or possible for the Diamond Aircraft Industries GmbH Model H-36 to comply with the previous AD. Installation of an unsuitable self-locking nut on the bell crank of the elevator push rod that can cause failure of the elevator, resulting in loss of control.

**(f) Actions and Compliance**

Unless already done, do the following actions specified in paragraphs (f)(1) and (f)(2) of this AD following Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB 36-108 and Diamond Aircraft Industries GmbH Work Instruction WI-MSB 36-108, both dated February 28, 2012:

(1) Within the next 200 hours time-in-service (TIS) after April 9, 2013, (the effective date retained from AD 2013-04-08, Amendment 39-17365 (78 FR 14160, March 5, 2013)) or within the next 12 months after April 9, 2013, (the effective date retained from AD 2013-04-08, Amendment 39-17365 (78 FR 14160, March 5, 2013)), whichever occurs first, replace each elevator bell crank assembly with part number (P/N) 820-2730-12-00, and replace each elevator bell crank mount with P/N 820-2730-11-00.

(2) After April 9, 2013, (the effective date retained from AD 2013-04-08, Amendment 39-17365 (78 FR 14160, March 5, 2013)), only install on the powered glider elevator bell crank assemblies with P/N 820-2730-12-00 and elevator bell crank mounts with P/N 820-2730-11-00.

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

(1) 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: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: [mike.kiesov@faa.gov](mailto:mike.kiesov@faa.gov).

(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.

**(h) Related Information**

For more information about this AD, contact Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: [mike.kiesov@faa.gov](mailto:mike.kiesov@faa.gov).

**(i) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on April 9, 2013 (78 FR 14160, March 5, 2013).

(i) Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB 36-108, dated February 28, 2012.

(ii) Diamond Aircraft Industries GmbH Work Instruction WI-MSB 36-108, dated February 28, 2012.

(4) For Diamond Aircraft Industries GmbH service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Straße 5, A-2700 Wiener Neustadt, Austria, telephone: +43 2622 26700; fax: +43 2622 26780; email: [office@diamond-air.at](mailto:office@diamond-air.at); Internet: [www.diamond-air.at/hk36\\_super\\_dimona+M52087573ab0.html](http://www.diamond-air.at/hk36_super_dimona+M52087573ab0.html).

(5) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(6) You may view this service information that is incorporated by reference 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 Kansas City, Missouri, on April 24, 2013.

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



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**2013-08-14 Revo, Incorporated:** Amendment 39-17431; Docket No. FAA-2012-0845; Directorate Identifier 2012-CE-013-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective June 13, 2013.

**(b) Affected ADs**

This AD supersedes AD 2005-12-02, Amendment 39-10524 (70 FR 33820, June 10, 2005).

**(c) Applicability**

This AD applies to the following Revo, Incorporated Models COLONIAL C-1, COLONIAL C-2, LAKE LA-4, LAKE LA-4A, LAKE LA-4P, and LAKE LA-4-200 airplanes, all serial numbers, that are certificated in any category, and have horizontal stabilizer attachment fittings part number (P/N) 1-2200-14, 2200-14, or 2-2200-21 installed.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 55: Stabilizers.

**(e) Unsafe Condition**

This AD was prompted by information from Revo, Incorporated that while the drawing numbers are different, the attachment fittings on the Model COLONIAL C-1 airplanes are identical in every other respect to those installed on the airplanes referenced in AD 2005-12-02 (70 FR 33820, June 10, 2005). We are issuing this AD to require the same actions of AD 2005-12-02, add the Model COLONIAL C-1 airplanes to the Applicability, and add an optional terminating action for the requirements. We are adopting this AD to correct the unsafe condition on these products.

**(f) Compliance**

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

**(g) Credit for Actions Done Following Previous Service Information**

(1) This AD provides credit for the actions in paragraph (h)(1) of this AD, if the dye penetrant inspection was done before the effective date of this AD, following Revo Inc. Service Bulletin B-78 R2, Revision 2, dated October 26, 2011; Revo Inc. Service Bulletin B-78 R1, Revision 1, dated July 26, 2005; or Revo Inc. Service Bulletin B-78, dated April 3, 1998. However; the horizontal stabilizer attachment fitting must have been removed from the airplane during the inspection.

(2) This AD provides credit for the actions in paragraphs (h)(2) and (j)(1) of this AD, if the horizontal stabilizer attachment fitting has been replaced before the effective date of this AD,

following Revo Inc. Service Bulletin B-78 R2, Revision 2, dated October 26, 2011; Revo Inc. Service Bulletin B-78 R1, Revision 1, dated July 26, 2005; or Revo Inc. Service Bulletin B-78, dated April 3, 1998.

**(h) Dye Penetrant Inspection on the Horizontal Stabilizer Attachment Fitting**

(1) For airplanes with less than 825 hours time-in-service (TIS) on any horizontal stabilizer attachment fitting: Remove the horizontal stabilizer attachment (P/N 1-2200-14, 2200-14, or 2-2200-21) from the airplane and do a one-time dye-penetrant inspection for cracks, fretting, or corrosion using the applicable compliance times and service information stated below.

(i) For COLONIAL C-2, LAKE LA-4, LAKE LA-4A, LAKE LA-4P, and LAKE LA-4-200 airplanes: Within the next 25 hours TIS after July 8, 2005 (the effective date of AD 2005-12-02 (70 FR 33820, June 10, 2005)). Follow Revo Inc. Service Bulletin B-78 R3, Revision 3, dated January 10, 2012; Revo Inc. Service Bulletin B-78 R2, Revision 2, dated October 26, 2011; Revo Inc. Service Bulletin B-78 R1, Revision 1, dated July 26, 2005; or Revo Inc. Service Bulletin B-78, dated April 3, 1998 (which was incorporated by reference in AD 2005-12-02 and is retained in this AD).

(ii) For COLONIAL C-1 airplanes: Within the next 25 hours TIS after June 13, 2013 (the effective date of this AD). Follow Revo Inc. Service Bulletin B-78 R3, Revision 3, dated January 10, 2012.

(2) If cracks, fretting, or corrosion is found during the inspection required in paragraph (h)(1) of this AD, before further flight, replace the horizontal stabilizer attachment with an airworthy P/N 2-2200-21, P/N 1-2200-14, or 2200-14 following Revo Inc. Service Bulletin B-78 R3, Revision 3, dated January 10, 2012. After replacement with an airworthy part, the repetitive inspections specified in paragraph (i) of this AD and the repetitive replacements specified in paragraph (j) of this AD are still required.

(3) For the purposes of this AD, an airworthy part is defined as a new part or a used part that has less than 850 hours TIS and has been inspected following paragraph (h)(1) of this AD and found free of cracks, fretting, or corrosion before installation.

**(i) Repetitive Inspections of the Horizontal Stabilizer Attachment Fitting**

(1) Within 50 hours TIS or 12 months, whichever occurs first, after the dye-penetrant inspection required in paragraph (h)(1) of this AD or after replacement of the fitting required in paragraphs (h)(2), (i)(2), or (j) of this AD and repetitively thereafter at intervals not to exceed 50 hours TIS or 12 months, whichever occurs first, visually inspect the horizontal stabilizer attachment fitting using the following procedures:

(i) Move the elevator as required to see the fitting, ensuring that the aft face of the fitting is visible.

(ii) Clean the fitting. Pay special attention to the radius edges of the fitting just outboard of the fitting ear.

(iii) Visually inspect the fitting for cracks using a flashlight (a small magnifying glass or borescope is recommended). Pay special attention again to the radius edges just outboard of the fitting ear. Also, inspect as far forward on the edge that is possible because some cracks progress along the forward face of the fitting that is mostly hidden by the horizontal stabilizer rear beam.

(iv) Reference the sketch on page 1 of Revo Inc. Service Bulletin B-78 R3, Revision 3, dated January 10, 2012, to see where the crack is likely to begin.

(2) If any cracks are found during any of the inspections required in paragraph (i) of this AD, before further flight, replace the fitting with an airworthy part following Revo Inc. Service Bulletin B-78 R3, Revision 3, dated January 10, 2012.

(3) For the purposes of this AD, an airworthy part is defined as a new part or a used part that has less than 850 hours TIS and has been inspected following paragraph (h)(1) of this AD and found free of cracks, fretting, or corrosion before installation.

**(j) Replace the Horizontal Stabilizer Attachment Fitting**

(1) For COLONIAL C-2, LAKE LA-4, LAKE LA-4A, LAKE LA-4P, and LAKE LA-4-200 airplanes: Before or when the horizontal stabilizer attachment fitting accumulates 850 hours TIS or within 25 hours TIS after July 8, 2005 (the effective date of AD 2005-12-02 (70 FR 33820, June 10, 2005)), whichever occurs later, and repetitively thereafter at intervals not to exceed 850 hours TIS replace the horizontal stabilizer attachment fitting P/N 1-2200-14, 2200-14, or 2-2200-21 with an airworthy part. Follow Revo Inc. Service Bulletin B-78 R3, Revision 3, dated January 10, 2012; Revo Inc. Service Bulletin B-78 R2, Revision 2, dated October 26, 2011; Revo Inc. Service Bulletin B-78 R1, Revision 1, dated July 26, 2005; or Revo Inc. Service Bulletin B-78, dated April 3, 1998 (which was incorporated by reference in AD 2005-12-02 and is retained in this AD).

(2) For COLONIAL C-1 airplanes: Before or when the horizontal stabilizer attachment fitting accumulates 850 hours TIS or within 25 hours TIS after June 13, 2013 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 850 hours TIS replace the horizontal stabilizer attachment fitting P/N 1-2200-14, 2200-14, or 2-2200-21 with an airworthy part following Revo Inc. Service Bulletin B-78 R3, Revision 3, dated January 10, 2012.

(3) For the purposes of this AD, an airworthy part is defined as a new part or a used part that has less than 850 hours TIS and has been inspected following paragraph (h)(1) of this AD and found free of cracks, fretting, or corrosion before installation.

**(k) Optional Terminating Action**

You may at any time install the following supplemental type certificates (STC) to terminate the requirements of this AD; however, the actions required by the limitations section in the instructions for continued airworthiness for the STCs still apply:

(1) Lake Central Aircraft Services Lake Amphibian stabilizer fitting (STC SA02153NY) ([http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/1dae07f8e33da91486257093004f73b8/\\$FILE/SA02153NY.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/1dae07f8e33da91486257093004f73b8/$FILE/SA02153NY.pdf)) following Lake Central Aircraft Services Lake Amphibian Stabilizer Fitting LC-2200-21 Installation Instructions, Rev B, dated August 26, 2005; and Lake Central Air Services Stabilizer Fitting LC-2200-21 Maintenance Manual Supplement Document MS-LC-2200-21, Rev B, dated August 26, 2005; or

(2) Robert L. Copeland (XLS Co., LLC) horizontal stabilizer support fitting system (STC SA03217AT) ([http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/93cfc6dba1fdeadb862571080056c0c2/\\$FILE/SA03217AT.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/93cfc6dba1fdeadb862571080056c0c2/$FILE/SA03217AT.pdf)) following XLS Company, LLC Report XLS-2-2200-21-500, Installation Instructions for XLS Co., LLC Horizontal Stabilizer Support Fitting System for Colonial C-1, Colonial C-2, Lake LA-4, Lake LA-4A, Lake-4P, and Lake LA-4-200 Aircraft, Revision B, dated November 18, 2005; and XLS Company, LLC Report XLS-2-2200-21-ICA, Instructions for Continued Airworthiness for XLS Co., LLC Horizontal Stabilizer Support Fitting System for Colonial C-1, Colonial C-2, Lake LA-4, Lake LA-4A, Lake-4P, and Lake LA-4-200 Aircraft, dated October 15, 2005.

Note 1 to paragraph (k)(2) of this AD: New parts are not currently available for STC SA03217AT ([http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/93cfc6dba1fdeadb862571080056c0c2/\\$FILE/SA03217AT.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/93cfc6dba1fdeadb862571080056c0c2/$FILE/SA03217AT.pdf)); however, the STC number has been included here if the parts become available later.

**(l) Measure the Gap Between the Horizontal Skin and the Horizontal Stabilizer Attachment Fitting; Trim the Skin to Provide Gap**

(1) Measure the gap between the horizontal skin and the horizontal stabilizer attachment fitting (P/N 1-2200-14, 2200-14, or 2-2200-21). If gap is less than 1/16 inch, trim the skin to provide at least 1/16 inch gap.

(2) After any replacement of the fitting required by paragraphs (h)(2), (i)(2), or (j) of this AD, before further flight, do the actions in paragraph (l)(1) of this AD.

**(m) Report the Results of the Initial Inspection**

Using the form in Appendix 1 of this AD, report the results of the inspections required in paragraphs (h) and (i) of this AD. Send the results to the FAA using the following contact information: Hal Horsburgh, FAA Atlanta Aircraft Certification Office (ACO), 1701 Columbia Ave., College Park, GA 30337; fax (404) 474-5606; or email: hal.horsburgh@faa.gov. Send the results within the following compliance times:

(1) Within 30 days after the inspection required in paragraph (h)(1) of this AD even if no damage is found.

(2) Within 30 days after any inspection required by paragraph (i) of this AD if cracks are found.

**(n) Special Flight Permit**

Special flight permits are allowed for this AD with these limitations:

(1) Vne reduced to 121 m.p.h. (105 knots); and

(2) No flight into known turbulence.

**(o) Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

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

(1) The Manager, Atlanta 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.

(3) AMOCs approved for AD 2005-12-02 (70 FR 33820, June 10, 2005) are approved as AMOCs for this AD.

**(q) Related Information**

For more information about this AD, contact Hal Horsburgh, Aerospace Engineer, Atlanta ACO, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5553; fax: (404) 474-5606; email: hal.horsburgh@faa.gov.

**(r) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on June 13, 2013.

(i) Revo Inc. Service Bulletin B-78 R3, Revision 3, dated January 10, 2012;

(ii) Revo Inc. Service Bulletin B-78 R2, Revision 2, dated October 26, 2011;

(iii) Revo Inc. Service Bulletin B-78 R1, Revision 1, dated July 26, 2005;

(iv) Lake Central Aircraft Services Lake Amphibian Stabilizer Fitting LC-2200-21 Installation Instructions, Document CI-LC-2200-21, Rev B, dated August 26, 2005;

(v) Lake Central Air Services Stabilizer Fitting LC-2200-21 Maintenance Manual Supplement, Document MS-LC-2200-21, Rev B, dated August 26, 2005;

(vi) XLS Company, LLC Report XLS-2-2200-21-500, Installation Instructions for XLS Co., LLC Horizontal Stabilizer Support Fitting System for Colonial C-1, Colonial C-2, Lake LA-4, Lake LA-4A, Lake-4P, and Lake LA-4-200 Aircraft, Revision B, dated November 18, 2005; and

(vii) XLS Company, LLC Report XLS-2-2200-21-ICA, Instructions for Continued Airworthiness for XLS Co., LLC Horizontal Stabilizer Support Fitting System for Colonial C-1, Colonial C-2, Lake LA-4, Lake LA-4A, Lake-4P, and Lake LA-4-200 Aircraft, dated October 15, 2005.

(4) The following service information was approved for IBR on July 8, 2005 (70 FR 33820, June 10, 2005):

(i) Revo Inc. Service Bulletin B-78, dated April 3, 1998.

(ii) Reserved.

(5) For Revo, Incorporated service information identified in this AD, contact Revo, Incorporated, 1396 Grandview Boulevard, Kissimmee, FL 34744; telephone: (407) 847-8080; email: support@teamlake.com; Internet: none.

(6) For Lake Central Air Services service information identified in this AD, contact Lake Central Air Services, Muskoka Airport, R.R. 1, Gravenhurst, Ontario, Canada P1P 1R1; telephone: (705) 687-4343; email: akecent@muskoka.com; Internet: www.lakecentral.com.

(7) For XLS Co. service information identified in this AD, contact Robert L. Copeland, 418B Bartow Municipal Airport, Bartow, FL 33830; FAA Aerospace Engineer (Hal Horsburgh), telephone: (404) 474-5553.

(8) You may view this service information at FAA, Small Airplane Directorate, 901 Locust St., Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(9) You may view this service information that is incorporated by reference 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>.

**Appendix 1 to AD 2013-08-14****INSPECTION REPORT for Revo, Incorporated Models COLONIAL C-1, COLONIAL C-2, LAKE LA-4, LAKE LA-4A, LAKE LA-4P, and LAKE LA-4-200 Airplanes**

<b>AD 2013-08-14</b> <b>INSPECTION REPORT for</b> <b>Revo, Incorporated Models COLONIAL C-1, COLONIAL C-2, LAKE LA-4,</b> <b>LAKE LA-4A, LAKE LA-4P, and LAKE LA-4-200 Airplanes</b>	
1. <i>Inspection Performed By:</i>	2. <i>Telephone:</i>
3. <i>Aircraft Model:</i>	4. <i>Aircraft Serial Number:</i>
5. <i>Date of AD Inspection:</i>	6. <i>Total hours time-in-service (TIS) on the fitting:</i>
7. <i>Cracks found?</i>  <input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>No</i>  <input type="checkbox"/> <i>Left fitting</i> <input type="checkbox"/> <i>Right fitting</i>	8. <i>Length of Crack(s):</i>  <i>Left fitting:</i>  <i>Right fitting</i>
9. <i>Fretting found?</i>  <input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>No</i>  <input type="checkbox"/> <i>Left fitting</i> <input type="checkbox"/> <i>Right fitting</i>	10. <i>Corrosion found?</i>  <input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>No</i>  <input type="checkbox"/> <i>Left fitting</i> <input type="checkbox"/> <i>Right fitting</i>
Send to: Hal Horsburgh Email: hal.horsburgh@faa.gov FAA, Atlanta ACO, Attn: Hal Horsburgh 1701 Columbia Ave College Park, GA 30337 Facsimile: 404-474-5606	
OMB Control Number 2120-0056	

Figure 1 to Appendix 1.

Issued in Kansas City, Missouri, on April 12, 2013.  
 Earl Lawrence,  
 Manager, Small Airplane Directorate,  
 Aircraft Certification Service.



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**2013-09-05 Twin Commander Aircraft LLC:** Amendment 39-17446 ; Docket No. FAA-2013-0393; Directorate Identifier 2012-CE-025-AD.

**(a) Effective Date**

This AD is effective May 29, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the following Twin Commander Aircraft LLC airplanes, certificated in any category:

- (1) Model 690, all serial numbers except 11057;
- (2) Model 690A, all serial numbers except 11104, 11106, 11129, 11134, 11146, 11159, 11173, 11192, 11220, 11237, 11252, 11263, 11280, 11287, 11298, 11303, 11317, 11339, and 11341; and
- (3) Model 690B, all serial numbers except 11383, 11384, 11401, and 11436.
- (4) Aircraft equipped with AVIADESIGN, Inc. STC No. SA5740NM (You may find information on STC No. SA5740NM at Internet: [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/FEC5B7544E15F14C85256CC200122B19?OpenDocument&Highlight=sa5740nm](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/FEC5B7544E15F14C85256CC200122B19?OpenDocument&Highlight=sa5740nm)) are not compatible with the modifications contained in Twin Commander Aircraft LLC Service Bulletin 241, dated September 26, 2012. When an airplane has been modified, altered, or repaired in the area addressed by the AD action, according to 14 CFR part 39.15, the AD action still applies to that airplane. Following 14 CFR 39.19, the owner/operator of that airplane must request approval from the FAA for an alternative method of compliance (AMOC) following the instructions in paragraph (j) of this AD.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53; Fuselage.

**(e) Unsafe Condition**

This AD was prompted by cracks found in the upper picture window frame channels, left- and right-hand wing main spar frame support channels, and aft pressure bulkhead web. This condition, if not corrected, could result in structural failure of the airplane. We are issuing this AD to correct the unsafe condition on these products.

**(f) Compliance**

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

**(g) Inspection**

(1) Inspect the airplane structural components, at the compliance times specified in paragraphs (g)(1)(i) through (g)(1)(iv) of this AD following Part I of Twin Commander Aircraft LLC Service Bulletin 241, September 26, 2012:

(i) For airplanes with 10,000 or more hours time-in-service (TIS), inspect within the next 30 days after the effective date of this AD.

(ii) For airplanes with 7,500 through 9,999 hours TIS, inspect within the next 60 days after the effective date of this AD.

(iii) For airplanes with 5,000 through 7,499 hours TIS, inspect within the next 6 months after the effective date of this AD.

(iv) For airplanes with less than 5,000 hours TIS, inspect when the airplane accumulates a total of 5,000 hours TIS or within the next 12 months after the effective date of this AD, whichever occurs later.

**(h) Repair**

If any damage, cracks, and/or cracks that exceed the allowable limits specified in the service bulletin are found during the inspection required in paragraph (g)(1) of this AD, before further flight, repair or replace parts as necessary following Twin Commander Aircraft LLC Service Bulletin 241, dated, September 26, 2012. If Twin Commander Aircraft LLC Service Bulletin 241, dated, September 26, 2012, does not give procedures for repair of the damaged area, before further flight, you must contact Twin Commander Aircraft LLC to obtain repair instructions approved by the Seattle Aircraft Certification Office (ACO) specifically for compliance with this AD and incorporate those instructions. You can find contact information for Twin Commander Aircraft LLC in paragraph (l)(2) of this AD.

**(i) Modification and Reassembly**

(1) Before further flight after completing the actions in paragraphs (g) and (h) of this AD, modify and reassemble the airplane using the modification and reassembly procedures in Part II of Twin Commander Aircraft LLC Service Bulletin 241, dated, September 26, 2012.

(2) Although Twin Commander Aircraft LLC Service Bulletin 241, dated September 26, 2012, states that at least one person on the modification team must have completed the Twin Commander Aircraft LLC approved training, the FAA does not require that a mechanic complete this specialized training to do the modification work required in this AD. Regulations 14 CFR 65.81(a) and 14 CFR 65.81(b) provide criteria about qualifications of those performing maintenance; in this case, the requirements of this AD.

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

(1) The Manager, Seattle 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.

**(k) Related Information**

For more information about this AD, contact Vince Massey, Aerospace Engineer, FAA, Seattle ACO, 1601 Lind Avenue SW., Renton, WA 98057; telephone: (425) 917-6475; fax: (425) 917-6590; email: vince.massey@faa.gov.

**(l) 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:

(i) Twin Commander Aircraft LLC Service Bulletin 241, dated September 26, 2012.

(ii) Reserved.

(2) For service information identified in this AD, contact Twin Commander Aircraft LLC; 1176 Telecom Drive, Creedmoor, NC 27522; telephone: (360) 403-0258; email: gpenca@twincommander.com; Internet: <http://www.twincommander.com>.

(3) You may review copies of the service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 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 NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal-register/cfr/ibr\\_locations.html](http://www.archives.gov/federal-register/cfr/ibr_locations.html).

Issued in Kansas City, Missouri, on April 25, 2013.

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



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**2013-09-06 Agusta S.p.A.:** Amendment 39-17448; Docket No. FAA-2012-0695; Directorate Identifier 2011-SW-031-AD.

**(a) Applicability**

This AD applies to Agusta Model A119 and AW119 MKII helicopters, with pilot control box assembly (control box), part number (P/N) 109-0010-81-103, and co-pilot control box, P/N 109-0010-81-107, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a rotary variable differential transformer (RVDT) locking pin, which could move out of position and result in loss of manual throttle control of the engine and subsequent loss of control of the helicopter.

**(c) Affected ADs**

This AD supersedes AD 2010-15-51, Amendment 39-16397 (75 FR 50863, August 18, 2010).

**(d) Effective Date**

This AD becomes effective June 20, 2013.

**(e) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(f) Required Actions**

(1) Within 5 hours time-in-service (TIS), and thereafter at intervals not to exceed 50 hours TIS, remove the cover of the pilot and co-pilot RVDT control box assemblies and inspect the locking pins for proper position by following the Compliance Instructions, Parts I and II, paragraphs 2. through 4.1 for the pilot control box assembly and paragraphs 5. through 7.1 for the co-pilot control box assembly, of Agusta Bollettino Tecnico No. 119-39, Revision A, dated May 23, 2011.

(2) If during the inspection the locking pin is recessed or extended in excess of 2.0 millimeters from the face of the pin bore, or missing, before further flight, replace the RVDT control box with an airworthy RVDT control box that has been modified in accordance with paragraph (f)(3) of this AD.

(3) Within 8 months,

(i) Modify the pilot RVDT control box assembly, P/N 109-0010-81-103, by reference to Figures 1 through 7 and in accordance with the Compliance Instructions, Part III, paragraphs 5.1 through 5.16 of Agusta Bollettino Tecnico No. 119-39 Revision A, dated May 23, 2011; and

(ii) Modify the co-pilot RVDT control box assembly, P/N 109-0010-81-107, by reference to Figures 1 through 7 and in accordance with the Compliance Instructions, Part III, paragraphs 3.1 through 3.16 of Agusta Bollettino Tecnico No. 119-39, Revision A, dated May 23, 2011.

(4) Modifying the pilot and copilot RVDT control box assemblies in accordance with paragraph (f)(3) of this AD constitutes terminating action for the requirements of this AD.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email robert.grant@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

**(h) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency AD 2011-0095-E, dated May 24, 2011.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6700: Rotors Flight Control.

**(j) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Agusta Bollettino Tecnico No. 119-39 Revision A, dated May 23, 2011.

(ii) Reserved.

(3) For Agusta service information identified in this AD, contact Agusta Westland, Customer Support & Services, Via Per Tornavento 15, 21019 Somma Lombardo (VA) Italy, ATTN: Giovanni Cecchelli; telephone 39-0331-711133; fax 39 0331 711180; or at <http://www.agustawestland.com/technical-bullettins>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this service information that is incorporated by reference 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 Fort Worth, Texas, on April 26, 2013.

Kim Smith,  
Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



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**2013-09-09 Slingsby Sailplanes Ltd.:** Amendment 39-17451; Docket No. FAA-2013-0220; Directorate Identifier 2013-CE-002-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective June 20, 2013.

**(b) Affected ADs**

This AD supersedes AD 98-22-15, Amendment 39-10863 (63 FR 58624, November 2, 1998).

**(c) Applicability**

This AD applies to Slingsby Sailplanes Ltd. Models Dart T.51, Dart T.51/17, and Dart T.51/17R sailplanes, all serial numbers, that are:

- (1) Equipped with aluminum alloy spar booms; and
- (2) certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 57: Wing.

**(e) Reason**

This AD was prompted by an incident of glue joint failure on a starboard wing caused by water entering the area of the airbrake box that resulted in delamination and corrosion in the area of the aluminum alloy spar booms and the wing attach fittings. The manufacturer has also issued revised service information that changes the repetitive inspection interval and method. We are issuing this AD to prevent failure of the spar assembly and adjoining structure, which could result in reduced controllability or complete loss of control.

**(f) Actions and Compliance Retained From AD 98-22-15, Amendment 39-10863 (63 FR 58624, November 2, 1998)**

Unless already done, do the following actions specified in paragraphs (f)(1) and (f)(2) of this AD:

(1) Within the next 6 calendar months after December 14, 1998 (the effective date retained from AD 98-22-15, Amendment 39-10863 (63 FR 58624, November 2, 1998)), inspect the aluminum alloy spar booms and the wing attach fittings for delamination or corrosion damage following the ACTION section of Slingsby Aviation Ltd. Technical Instruction T.I. No. 109/T51, Issue No. 2, dated October 7, 1997, or the ACTION section of Slingsby Aviation Ltd. Technical Instruction T.I. No. 109/T51, Issue 3, dated August 21, 2000.

Note 1 to paragraph (f)(1) of this AD: Slingsby Aviation Ltd. Technical Instruction T.I. No. 109/T51, Issue No. 2, dated October 7, 1997, and T.I. No. 109/T51, Issue 3, dated August 21, 2000,

include guidance to determine whether an affected sailplane is equipped with aluminum alloy spar booms.

(2) If any corrosion or delamination damage is found during the inspection required by paragraph (f)(1) of this AD, before further flight, contact the manufacturer at the address specified in paragraph (j)(5) of this AD to obtain an FAA-approved repair scheme and incorporate the repair.

**(g) New Actions and Compliance**

Unless already done, do the following actions specified in paragraphs (g)(1) and (g)(2) of this AD:

(1) Within 5 years after the last inspection required by AD 98-22-15, Amendment 39-10863 (63 FR 58624, November 2, 1998) and repetitively thereafter at intervals not to exceed 12 months, using an endoscope, inspect the aluminum alloy spar booms and the wing attach fittings for delamination or corrosion damage following paragraph 11 of the ACTION section of Slingsby Aviation Ltd. Technical Instruction T.I. No. 109/T51, Issue 3, dated August 21, 2000.

(2) If any corrosion or delamination damage is found during any inspection required by paragraph (g)(1) of this AD, before further flight, contact the manufacturer at the address specified in paragraph (j)(5) of this AD to obtain an FAA-approved repair scheme and incorporate the repair.

**(h) Other FAA AD Provisions**

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: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any sailplane 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, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

**(i) Related Information**

Refer to Civil Aviation Authority (CAA) AD British AD 005-09-97, dated October 3, 1997, for related information.

**(j) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on June 20, 2013.

(i) Slingsby Aviation Ltd. Technical Instruction T.I. No. 109/T51, Issue 3, dated August 21, 2000.

(ii) Reserved.

(4) The following service information was approved for IBR on December 14, 1998 (63 FR 58624, November 2, 1998).

(i) Slingsby Aviation Ltd. Technical Instruction T.I. No. 109/T51, Issue No. 2, dated October 7, 1997.

(ii) Reserved.

(5) For Slingsby Sailplanes Ltd. service information identified in this AD, contact Slingsby Advanced Composites Ltd., Ings Lane, Kirkbymoorside, North Yorkshire, England YO62 6EZ; telephone: +44(0)1751 432474; Internet: none.

(6) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(7) You may view this service information that is incorporated by reference 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 Kansas City, Missouri, on April 30, 2013.

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



**2013-10-01 Spectrolab Nightsun XP Searchlight:** Amendment 39-17454; Docket No. FAA-2012-0221; Directorate Identifier 2010-SW-082-AD.

**(a) Applicability**

This AD applies to Spectrolab Nightsun XP Searchlight Assembly Systems with gimbal assembly part number (P/N) 033295-1 or 033295-2, installed on, but not limited to, Agusta S.p.A. Model AB139 and Model AW139 helicopters, Sikorsky Aircraft Corporation Model S-92A helicopters, and Eurocopter Deutschland GmbH Model EC135 and Model MBB-BK 117 C-2 helicopters, certificated in any category. The searchlight assembly system P/Ns and revision level using one of the two affected gimbal assembly P/Ns are listed in Table 1 to Paragraph (a) of this AD.

**Table 1 to Paragraph (a)–Affected Systems and P/N**

<b>System P/N</b>	<b>Nomenclature</b>	<b>Affected revisions</b>
033338	Nightsun XP Searchlight System	A through D.
033338-3	Nightsun XP Searchlight System	A through D.
033338-4	Nightsun XP Searchlight System	A through D.
033704	IFCO Nightsun XP Searchlight System	A through C.
033704-1	IFCO Nightsun XP Searchlight System	A through C.

**(b) Unsafe Condition**

This AD defines the unsafe condition as the Searchlight/Gimbal disconnecting from the helicopter and remaining attached solely by the internal cable harness, or separating totally. This condition could result in damage to the helicopter and injury to persons on the ground.

**(c) Effective Date**

This AD becomes effective June 20, 2013.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

(1) Before further flight, insert a copy of Nightsun XP Searchlight Safety and Service Bulletin No. SL 0810-01, Amendment No. 2, dated September 24, 2010, into the Normal Procedures section of the Rotorcraft Flight Manual.

(2) Before the first flight of each day, visually check the searchlight installation for a gap between the top shroud rubber edging, P/N 033381, and the side covers, P/N 033286, with slight

pressure applied to either side of the searchlight. The edging must remain in physical contact with the side covers when slight pressure is applied to the searchlight.

(3) The actions required by paragraph (e)(2) of this AD may be performed by the owner/operator (pilot) holding at least a Private Pilot Certificate, and must be entered into the helicopter maintenance records in accordance with 14 CFR 43.9(a)(1)-(4) and 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(4) If the edging does not remain in physical contact with the side cover when slight pressure is applied to the searchlight in accordance with the requirements of paragraph (e)(2) of this AD, before further flight, with an affected Spectrolab Nightsun XP Searchlight assembly system installed, modify and re-identify the gimbal assembly in accordance with paragraph (e)(5) of this AD.

(5) Within 100 hours time-in-service, modify and re-identify the gimbal assembly in accordance with Nightsun XP Searchlight System Kit and Procedure to Incorporate EASA AD 2010-0183 Conformance, 034374 Revision NC, approved September 28, 2010, steps 1 through 13.

(6) Accomplishing paragraph (e)(5) of this AD is terminating action for the requirements of this AD.

#### **(f) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [matthew.fuller@faa.gov](mailto:matthew.fuller@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

#### **(g) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2010-0237R2, dated December 14, 2010.

#### **(h) Subject**

Joint Aircraft Service Component (JASC) Code: 3340, Exterior lighting.

#### **(i) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Nightsun XP Searchlight Safety and Service Bulletin No. SL 0810-01, Amendment No. 2, dated September 24, 2010.

(ii) Nightsun XP Searchlight System Kit and Procedure to Incorporate EASA AD 2010-0183 Conformance, 034374 Revision NC, dated September 28, 2010. The date of this document is identified only in the Change Record on page 2 of this service information.

(3) For Spectrolab Nightsun XP Searchlight service information identified in this AD, contact Spectrolab, Inc. ATTN: Saul Vargas, 12500 Gladstone Ave., Sylmar, CA 91342, telephone (818) 365-4611, fax (818) 361-5102, or on the internet at <http://www.spectrolab.com>.

(4) You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(5) You may also review a copy of this service information that is incorporated by reference 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 Fort Worth, Texas, on April 26, 2013.

Kim Smith,  
Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



**FAA**  
**Aviation Safety**

## **EMERGENCY** **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)

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**DATE: May 9, 2013**

**AD #: 2013-10-51**

This emergency airworthiness directive (EAD) 2013-10-51 is being sent to owners and operators of Eurocopter France Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters.

### **Background**

This EAD was prompted by the discovery of excessive axial play detected on bearings installed on certain single hydraulic main and tail rotor servo-controls (servo-control). The excessive play could cause the distributor slide valve to jam in its sleeve. This condition could result in jamming the hydraulic flight controls, necessitating that the pilot cut off hydraulic power. This action would increase the pilot's workload, resulting in possible loss of helicopter control. This EAD requires, before further flight, determining whether certain servo-controls are installed on your helicopter. If a certain servo-control is installed, before the further flight, replace that servo-control with an airworthy servo-control.

### **Discussion**

We are issuing this EAD for Eurocopter Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, equipped with servo-controls with certain part and serial numbers that were installed by the manufacturer; or were repaired or overhauled by UTC Aerospace Systems in Monroe, North Carolina, from September 27, 2012, through January 30, 2013.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD No. 2013-0095-E, dated April 16, 2013, to correct an unsafe condition for the helicopters listed in the first paragraph of this section. EASA advises that for helicopters with single hydraulic main and tail servo-controls, this condition, if not detected and corrected, could lead to a friction point in the flight controls and increase the pilot workload. The pilot would consequently need to cut off the hydraulic power and follow the procedures specified in the applicable Section 3 of the Rotorcraft Flight Manual.

### **FAA's Determination**

These helicopters have been approved by the aviation authority of France and are approved for operation in the United States. Pursuant to our bilateral agreement with France, EASA, its technical representative, has notified us of the unsafe condition described in the EASA AD. We are issuing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs.

### **Related Service Information**

Eurocopter has issued one Emergency Alert Service Bulletin (EASB) with four numbers, all dated April 15, 2013. EASB No. 67.00.60 is for Eurocopter Models AS350B, AS350BA, AS350BB, AS350B1, AS350B2, AS350B3, AS350D, and military helicopter Model AS350L1; EASB 67.00.36 is for military helicopter Models AS550A2, AS550C2, AS550C3, and AS550U2; EASB 67.00.41 is for Models AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP; and EASB 67.00.27 is for military helicopter Models AS555AF, AS555AN, AS555SN, AS555UF, and AS555UN. Models AS350C and AS350D1 are also type certificated in the United States but were not listed in the EASB. Model AS350BB is not type certificated in the United States. The EASB states that during

acceptance tests of a servo-control, the supplier noticed that the servo-control input lever bearing's play value exceeded the specified value. This condition leads to excessive misalignment between the lever and the distributor slide, the EASB reports. This condition could create a "friction point" on the flight controls. To eliminate the risk of this friction point appearing on the flight controls, Eurocopter specifies that all servo-controls with a non-compliant input lever bearing be replaced and returned to the manufacturer.

#### **EAD Requirements**

This EAD requires, before further flight, inspecting the servo-control's component history card or equivalent record to determine if it has a certain part number (P/N) and serial number (S/N) or if the servo-control was repaired or overhauled from September 27, 2012, through January 30, 2013, by UTC Aerospace Systems in Monroe, North Carolina.

If either condition exists, inspecting the servo-control's identification plate to determine if it has the letter "B." If it has the letter "B," no further action is required.

If the identification plate has no letter "B," inspecting all sides of the external race of the servo-control's bearing to determine if it has any visible marking. If there is a marking, before further flight, replacing the servo-control with an airworthy servo-control.

If there is no marking, inspecting the bearing's sealing flange to determine if it is marked with "RWG Germany 60-5593." If it is marked with "RWG Germany 60-5593," no further action is required.

If the sealing flange has not been marked with "RWG Germany 60-5593," before further flight, replacing the servo-control with an airworthy servo-control.

#### **Differences Between This EAD and the EASA AD**

We require, before further flight, inspecting the servo-control's component history card or equivalent record to determine if it has a certain P/N and S/N; or if it was repaired or overhauled from September 27, 2012, through January 30, 2013, by UTC Aerospace Systems in Monroe, North Carolina. EASA requires within 10 flight hours or 10 days, whichever occurs first, verifying whether a certain bearing is fitted in the servo-control.

We require, before further flight, replacing a non-airworthy servo-control with an airworthy servo-control. EASA requires replacing a non-airworthy servo-control with an airworthy servo-control within 50 flight hours or 120 days, whichever comes first, after checking the servo-control for "free-travel." If a "friction point" is detected, EASA requires replacing the servo-control with an airworthy servo-control before further flight.

#### **Authority for this Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. "Subtitle VII, Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701, General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

#### **Adoption of the Emergency Airworthiness Directive (EAD)**

We are issuing this EAD under 49 U.S.C. Sections 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

**2013-10-51 EUROCOPTER FRANCE (EUROCOPTER):** Directorate Identifier 2013-SW-018-AD.

#### **(a) Applicability.**

This EAD applies to Eurocopter France (Eurocopter) Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, certificated in any category.

**(b) Unsafe Condition.**

This EAD defines the unsafe condition excessive play that could cause the distributor slide valve to jam in its sleeve. This condition could result in jamming the hydraulic flight controls, necessitating that the pilot cut off hydraulic power. This action would increase the pilot's workload, resulting in possible loss of helicopter control.

**(c) Effective Date.**

This EAD is effective upon receipt.

**(d) Compliance.**

You are responsible for performing each action required by this EAD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions.**

(1) Before further flight, inspect the single hydraulic main and tail servo-control's (servo-control) component history card or equivalent record to determine if it has a part number (P/N) and serial number (S/N) listed in the Appendix, paragraph 4.A, of Eurocopter Emergency Alert Service Bulletin No. 67.00.60 or No. 67.00.41, both dated April 15, 2013 (EASB), as appropriate for your model helicopter; or was repaired or overhauled from September 27, 2012, through January 30, 2013, by UTC Aerospace Systems in Monroe, North Carolina.

(2) If the servo-control does have a P/N and S/N listed in paragraph 4.A of the EASB or if the servo-control was repaired or installed from September 27, 2012, through January 30, 2013, by UTC Aerospace Systems in Monroe, North Carolina, inspect the servo-control to determine whether the identification plate is marked with a "B" as shown in the Appendix, paragraph 4.B, of the EASB. If it is marked with a "B," no further action is required.

(3) If the identification plate is not marked with a "B," inspect all sides of the external race of the servo-control's bearing to determine if it has any marking shown as (b) in Detail A of Figure 1 of the EASB. If there is any marking, before further flight, replace the servo-control with an airworthy servo-control.

(4) If there is no marking on the sides of the external race, inspect each bearing sealing flange to determine if it is marked with "RWG Germany 60-5593" as shown as (d) in Detail C of Figure 2 of the Eurocopter EASB. If there is "RWG Germany 60-5593" marking at least partially visible on a flange of the bearing, no further action is required.

(5) If there is no "RWG Germany 60-5593" marking at least partially visible on a flange of the bearing, before further flight, replace the servo-control with an airworthy servo-control.

**(f) Special Flight Permit.**

Special flight permits may be permitted only for taking a helicopter to a repair station to meet the requirements of this AD.

**(g) Alternative Methods of Compliance (AMOCs).**

(1) For further information contact: Michael Hemann, Transportation Safety Analyst, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [michael.hemann@faa.gov](mailto:michael.hemann@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this EAD through an AMOC.

**(h) Additional Information.**

(1) For further information contact: Michael Hemann, Transportation Safety Analyst, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [michael.hemann@faa.gov](mailto:michael.hemann@faa.gov).

(2) For a copy of the service information referenced in this AD, contact: American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.eurocopter.com/techpub>. You may review a copy

of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth Texas 76137.

(3) The subject of this AD is addressed in European Aviation Safety Agency AD No. 2013-0095-E, dated April 16, 2013.

**(i) Subject.**

Joint Aircraft Service Component Code: 6730, Rotorcraft Servo System.

Issued in Fort Worth, Texas, on May 9, 2013.

Kim Smith,  
Manager, Rotorcraft Directorate,  
Aircraft Certification Service.