

2009-24-02 Scheibe-Flugzeugbau GmbH: Amendment 39-16088; Docket No. FAA-2009-0800; Directorate Identifier 2009-CE-041-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 4, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Models Bergfalke-III, Bergfalke-II/55, SF 25C, and SF-26A Standard gliders, all serial numbers, certificated in any category.

Subject

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

Reason

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

The manufacturer has advised of receiving a report of looseness of the drive arm of the mechanical elevator trim tab, found during an annual inspection. This kind of damage is likely caused by penetrated humidity over the years.

If left uncorrected, this condition could lead to the separation of the drive arm which could result in flutter of the elevator and possible loss of control of the aircraft.

For the reasons stated above, this new Airworthiness Directive mandates repetitive inspections for solid fixation of the drive arms of the mechanical elevator trim tabs.

Actions and Compliance

(f) Unless already done, do the following actions:

(1) At the next scheduled maintenance inspection after January 4, 2010 (the effective date of this AD) or within the next 12 months after January 4, 2010 (the effective date of this AD), whichever occurs first, inspect the drive arm of the mechanical elevator trim tab for separation of the drive arm following Scheibe Aircraft GmbH Service Bulletin No. 104-24/1; No. 232-6/1; and No. 653-91/1 (same document), dated June 25, 2009. If any looseness is found, before further flight, repair the drive arm of the mechanical elevator trim tab following Scheibe Aircraft GmbH Work Instruction No. 104-24; No. 232-6; and No. 653-91 (same document), dated March 23, 2009.

(2) Repetitively thereafter, at intervals not to exceed every 12 months, inspect the drive arm of the mechanical elevator trim tab and do all corrective actions following Scheibe Aircraft GmbH Service Bulletin No. 104-24/1; No. 232-6/1; and No. 653-91/1 (same document), dated June 25, 2009; and Scheibe Aircraft GmbH Work Instruction No. 104-24; No. 232-6; and No. 653-91 (same document), dated March 23, 2009.

Note 1: The service information references four documents: 104- 24 (104-24/1), 232-6 (232-6/1), 653-91 (653-91/1), and 770-30 (770- 30/1). This AD does not reference 770-30 (770-30/1) because the Model SF28A Tandem Falke is not type certificated in the United States. 14 CFR part 39 only allows the FAA to issue ADs against type certificated products.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2009-0132, dated June 23, 2009; Scheibe Aircraft GmbH Service Bulletin No. 104-24/1; No. 232-6/1; and No. 653-91/1 (same document), dated June 25, 2009; and Scheibe Aircraft GmbH Work Instruction No. 104-24; No. 232-6; and No. 653-91 (same document), dated March 23, 2009, for related information.

Material Incorporated by Reference

(i) You must use the service information specified in Table 1 of this AD 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 SCHEIBE AIRCRAFT GMBH/Customer Service, Am Flugplatz 5, 73540 Heubach, Federal Republic of Germany; telephone: + 49 (0) 7173-184286; fax: + 49 (0) 7173-185587; E-mail: info@scheibe-aircraft.de; Internet: <http://www.scheibe-aircraft.de/>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Table 1--Material Incorporated by Reference

Service Information	Pages	Revision	Date
Scheibe Aircraft GmbH Service Bulletin No. 104-24/1; No. 232-6/1; and No. 653-91/1 (same document)	1 and 2	Not Applicable	June 25, 2009
Scheibe Aircraft GmbH Work Instruction No. 104-24; No. 232-6; and No. 653-91 (same document)	1 and 2	Not Applicable	March 23, 2009