

2010-14-15 Aircraft Industries a.s. (Type Certificate G60EU Previously Held by LETECKE ZAVODY a.s. and LET Aeronautical Works): Amendment 39-16360; Docket No. FAA-2010-0684; Directorate Identifier 2010-CE-031-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 19, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Models L-13 Blanik gliders, all serial numbers, certificated in any category.

Subject

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

Reason

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

A fatal accident occurred to a L-13 BLANIK sailplane, in which the main spar of the right wing failed near the root due to positive load. The right wing detached from the aircraft and the pilots lost control of the sailplane.

The preliminary investigation has revealed that the fracture may have been due to fatigue.

The Emergency AD 2010-0119-E required immediate inspection of the main spar at the root of the wing to detect fatigue cracking and the accomplishment of the relevant corrective actions as necessary.

In addition, this AD 2010-0119-E imposed operational limitations. This AD retains the requirements of AD 2010-0119-E, which is superseded, and extends the applicability to L-13 A BLANIK sailplanes.

The requirements of this AD are considered as interim action to immediately address this unsafe condition. If, as a result of the on-going investigation, a terminating action is later identified, further mandatory actions might be considered.

Actions and Compliance

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

(1) As of July 19, 2010, aerobatics maneuvers (i.e., roll, loop, stalled turn, immelmann turn, half roll, and inverted flight) are prohibited. Before further flight after July 19, 2010, insert a copy of this AD into the flight manual to comply with the requirements of this paragraph. The chapter "Aerobatics" in "Pilot's Notes for the L-13 sailplane" (flight manual) is not valid.

(2) Before further flight after July 19, 2010, inspect the wing critical areas following Aircraft Industries a.s. Mandatory Bulletin MB No.: L13/109a, dated June 18, 2010, except use a 10X magnifier.

(3) If any cracks are found during the inspection required by paragraph (f)(2) of this AD, no further flights are permitted.

(4) Within 10 days after the inspection required by paragraph (f)(2) of this AD, submit the following information requested by Aircraft Industries a.s. Mandatory Bulletin MB No.: L13/109a, dated June 18, 2010, for further assessment. Send information to the address listed in paragraph (i)(2) of this AD.

(i) Appendix No. 1, Summary of L-13 glider Log book record; and

(ii) Paragraph H. RECORD IN GLIDER LOGBOOK AFTER BULLETIN EXECUTION.

Note 1: The above limitation is an interim solution until a final action is identified, at which time the European Aviation Safety Agency (EASA) and the FAA may consider further AD action.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows. The service information requires a visual inspection with a 6X magnifier. We are requiring a 10X magnifier to detect cracks that could go undetected using only a 6X magnifier.

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 EASA Emergency AD No.: 2010-0122-E, dated June 23, 2010; and Aircraft Industries a.s. Mandatory Bulletin MB No.: L13/109a, dated June 18, 2010, for related information.

Material Incorporated by Reference

(i) You must use Aircraft Industries a.s. Mandatory Bulletin MB No.: L13/109a, dated June 18, 2010, 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 Aircraft Industries, a.s., Na Zahonech 1177, 686 04 Kunovice, Czech Republic; phone: +420 572 817 660; fax: +420 572 816 112; Internet: <http://www.let.cz/>; e-mail: ots@let.cz.

(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.