

2010-18-05 Aircraft Industries a.s. (Type Certificate G24EU Previously Held by Letecke' Za'vody a.s. and LET Aeronautical Works): Amendment 39-16418; Docket No. FAA-2010-0839; Directorate Identifier 2010-CE-042-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 30, 2010.

Affected ADs

(b) This AD supersedes AD 2010-14-15; Amendment 39-16360.

Applicability

(c) This AD applies to Aircraft Industries a.s. 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 BLANÍK 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 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, the AD 2010-0119-E imposed operational limitations. AD 2010-0122-E retained the requirements of AD 2010-0119-E, which is superseded, and extended the applicability to L-13 A BLANÍK sailplanes.

The requirements of AD 2010-0122-E were considered as interim action to immediately address the unsafe condition. Since issuance of AD 2010-0122-E, based on further information provided by the Austrian Accident Investigation Board, EASA has re-assessed the inspection method as described in Aircraft Industries a.s. Mandatory Bulletin No. L13/109a. EASA now concludes that the inspection method might not be sufficient for detecting the crack which means that the unsafe condition might still be present even if the sailplane has passed the inspection required by AD 2010-0122-E.

Furthermore, the Type Certificate Holder indicates that it is extremely important to remain within the flight limitations specified in the Aircraft Industries a.s. Mandatory Bulletin No. L13/109a. For this reason, this AD further requires a record checking for determining if the sailplane has been operated within the flight limitations.

For all the reasons stated above, as a precautionary measure, this AD is prohibiting operations when a sailplane does not pass the requirements of this AD. For those sailplanes, EASA is currently working with the Type Certificate Holder. When, as a result of the on-going investigation, a solution is later identified, further mandatory action is likely to follow.

Actions and Compliance

(f) To address this problem, before further flight after August 30, 2010 (the effective date of this AD), incorporate an FAA- approved inspection and/or modification program developed specifically for this AD. Corrective action is considered FAA- approved if it is 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.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI requires the owner/operator to submit data regarding certain operations including aerobatic operations, to the European Aviation Safety Agency (EASA) and Aircraft Industries, a.s. so they can determine whether further flight is permitted. The FAA does not require such data to be collected for operations in the United States. The FAA is relying on an inspection and/or modification program approved specifically for this AD to detect and correct cracks before further flight. Until such a program is approved, owners/operators may apply for an alternative method of compliance (AMOC) following 14 CFR 39.19 described in paragraph (f)(1) of this AD. The FAA will work with EASA and Aircraft Industries a.s. to determine if an acceptable level of safety is achieved with the AMOC proposal.

Other FAA AD Provisions

(f) 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.

Special Flight Permit

(g) Under 14 CFR part 39.23, we are limiting the special flight permits for this AD by prohibiting aerobatic maneuvers.

Related Information

(h) Refer to MCAI EASA Emergency AD No. 2010-0160-E, dated July 30, 2010, for related information. For future service information that may be developed to address the unsafe condition specified in this AD, contact Aircraft Industries, a.s., Na Záhonech 1177, 686 04 Kunovice, Czech Republic; telephone: +420 572 817 660; fax: +420 572 816 112; Internet: <http://www.let.cz/>; e-mail: ots@let.cz.