

2012-04-10 Burl A. Rogers (Type Certificate Previously Held by William Brad Mitchell and Aeronca, Inc.) Models 15AC and S15AC Airplanes: Amendment 39-16966; Docket No. FAA-2011-0318; Directorate Identifier 2010-CE-033-AD.

(a) Effective Date

This AD is effective April 17, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Burl A. Rogers (type certificate previously held by William Brad Mitchell and Aeronca, Inc.) Model 15AC and S15AC airplanes, all serial numbers, that are certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings.

(e) Unsafe Condition

This AD was prompted by reports of intergranular exfoliation and corrosion of the upper and/or lower wing main spar cap angles found on the affected airplanes. We are issuing this AD to detect and correct cracks and corrosion in the wing main spar cap angles, which could result in reduced strength of the wing spar and the load carrying capacity of the wing. This could lead to wing failure and consequent loss of control.

(f) Actions, Compliance, and Procedures

Comply with this AD within the compliance times specified, unless already done (does not eliminate the repetitive actions of this AD).

What must be done?	When must it be done?	How must it be done?
<p>(1) Inspect the exposed trailing edges of both the upper and lower main spar cap angles on both the left and right wing for signs of cracks, intergranular exfoliation, and corrosion.</p>	<p>(i) Within the next 25 hours time-in-service (TIS) after April 17, 2012 (the effective date of this AD) or within the next 6 months after April 17, 2012 (the effective date of this AD), whichever occurs first; or</p> <p>(ii) <i>If the left and/or right wing have been repaired and both the upper and lower main spar caps have been replaced using new parts:</i> Inspect at or before the next annual inspection that occurs 10 years after the replacement or within the next 100 hours TIS after April 17, 2012 (the effective date of this AD), whichever occurs later. This compliance time applies separately to each wing.</p>	<p>Follow Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, dated June 8, 2010; Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment A, dated June 23, 2010; or Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment B, dated June 23, 2010, Rev. Original, September 15, 2011; and FAA Advisory Circular (AC) 43.13-1B, Change 1, Chapter 6. AC 43.13-1B can be found at http://rgl.faa.gov/.</p>
<p>(2) After completing the inspection required in paragraph (f)(1) of this AD, install new inspection hole skin reinforcement doublers and the associated screw cover plate in both the left and right wing.</p>	<p>(i) Within 12 months after April 17, 2012 (the effective date of this AD); or</p> <p>(ii) <i>If the left and/or right wing have been repaired and both the upper and lower main spar caps have been replaced using new parts:</i> At or before the next annual inspection that occurs 10 years after the replacement or within the next 100 hours TIS after April 17, 2012 (the effective date of this AD), whichever occurs later. This compliance time applies separately to each wing.</p>	<p>Follow Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, dated June 8, 2010, which includes Burl's Aircraft, LLC Drawing No. SB 15AC06-08-10 (not dated); Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment A, dated June 23, 2010; or Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment B, dated June 23, 2010, Rev. Original, September 15, 2011, which references Burl's Aircraft, LLC Installation Instruction No. SB 15AC06-08-10, dated September 9, 2011, Burl's Aircraft, LLC Sketch No. SB 15AC06-08-10, dated September 9, 2011, and Burl's Aircraft, LLC Drawing No. 2-1272 Splice, dated September 6, 2011; and FAA Advisory Circular (AC) 43.13-1B, Change 1, Chapter 6. AC 43.13-1B can be found at http://rgl.faa.gov/.</p>

<p>(3) After completing the inspection required in paragraph (f)(1) of this AD and installing the new inspection hole skin reinforcement doublers in the left and right wing as required in paragraph (f)(2) of this AD, through the inspection access panels, inspect the leading and trailing edges of both the upper and lower main spar cap angles on both the left and right wing for signs of cracks, intergranular exfoliation and corrosion.</p>	<p>Before further flight after installing the inspection hole skin reinforcement doublers as required in paragraph (f)(2) of this AD.</p>	<p>Follow Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, dated June 8, 2010; Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment A, dated June 23, 2010; or Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment B, dated June 23, 2010, Rev. Original, September 15, 2011.</p>
<p>(4) Remove any light corrosion found during the inspection required in paragraph (f)(3) of this AD and treat the entirety of both the upper and lower main spar cap angles on both the left and right wing with corrosion inhibitor.</p>	<p>Before further flight after the inspection required in paragraph (f)(3) of this AD.</p>	<p>Follow Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, dated June 8, 2010; Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment A, dated June 23, 2010; or Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment B, dated June 23, 2010, Rev. Original, September 15, 2011.</p>
<p>(5) If cracks, intergranular exfoliation, or moderate or severe corrosion is found during the inspection required in paragraphs (f)(1) or (f)(3) of this AD, replace the affected main spar cap angles in their entirety as a single piece. Splicing of the main spar cap angles is not permitted.</p>	<p>Before further flight after the inspection required in paragraphs (f)(1) and (f)(3) of this AD.</p>	<p>Follow Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, dated June 8, 2010; Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment A, dated June 23, 2010; or Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment B, dated June 23, 2010, Rev. Original, September 15, 2011; and contact Burl's Aircraft, LLC in paragraph (i) of this AD for a replacement scheme and incorporate the replacement scheme.</p>

<p>(6) Removing the wing inspection access panels, repetitively inspect both the upper and lower forward main spar caps on both the left and right wing for signs of cracks, intergranular exfoliation, and corrosion.</p>	<p>Repetitively thereafter at intervals not to exceed every 12 months after the inspection required in paragraph (f)(3) of this AD.</p>	<p>Follow Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, dated June 8, 2010; Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment A, dated June 23, 2010; or Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment B, dated June 23, 2010, Rev. Original, September 15, 2011; and FAA Advisory Circular (AC) 43.13-1B, Change 1, Chapter 6. AC 43.13-1B can be found at http://rgl.faa.gov/.</p>
<p>(7) After each inspection required in paragraph (f)(6) of this AD, if only light corrosion is found, remove the corrosion and treat the main spar cap angles with corrosion inhibitor.</p>	<p>Before further flight after each inspection required in paragraph (f)(6) of this AD. Continue with the repetitive inspections required in paragraph (f)(6) of this AD.</p>	<p>Follow Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, dated June 8, 2010; Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment A, dated June 23, 2010; or Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment B, dated June 23, 2010, Rev. Original, September 15, 2011; and FAA Advisory Circular (AC) 43.13-1B, Change 1, Chapter 6. AC 43.13- 1B can be found at http://rgl.faa.gov/. Contact Burl's Aircraft, LLC in paragraph (i) of this AD for a replacement scheme and incorporate the replacement scheme.</p>
<p>(8) After each inspection required in paragraph (f)(6) of this AD, if cracks, intergranular exfoliation, or moderate or severe corrosion is found, replace the affected main spar cap angles in their entirety as a single piece. Splicing of the main spar cap angles is not permitted.</p>	<p>Before further flight after each inspection required in paragraph (f)(6) of this AD. Continue with the repetitive inspections required in paragraph (f)(6) of this AD.</p>	<p>Follow Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, dated June 8, 2010; Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment A, dated June 23, 2010; or Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment B, dated June 23, 2010, Rev. Original, September 15, 2011; and FAA Advisory Circular (AC) 43.13-1B, Change 1, Chapter 6. AC 43.13-1B can be found at http://rgl.faa.gov/. Contact Burl's Aircraft, LLC in paragraph (i) of this AD for a replacement scheme and incorporate the replacement scheme.</p>

(9) Only install main spar cap angles that have been inspected and are free of cracks, intergranular exfoliation, or moderate or severe corrosion.	As of April 17, 2012 (the effective date of this AD).	Not applicable.
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(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Anchorage 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.

(h) Related Information

For more information about this AD, contact August Asay, Supervisory Aerospace Engineer, FAA, Anchorage ACO, 222 W. 7th Ave., 14, Anchorage, Alaska 99513; telephone: (907) 271-2668; fax: (907) 271-6365; email: august.asay@faa.gov.

(i) 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) Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, dated June 8, 2010;

(ii) Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment A, dated June 23, 2010;

(iii) Burl's Aircraft, LLC Mandatory Service Bulletin No. 15AC06-08-10, Amendment B, dated June 23, 2010, Rev. Original, September 15, 2011;

(iv) Burl's Aircraft, LLC Installation Instruction No. SB 15AC06-08-10, dated September 9, 2011;

(v) Burl's Aircraft, LLC Drawing No. SB 15AC06-08-10 (not dated);

(vi) Burl's Aircraft, LLC Sketch No. SB 15AC06-08-10, dated September 9, 2011; and

(vii) Burl's Aircraft, LLC Drawing No. 2-1272 Splice, dated September 6, 2011; and

(2) For service information identified in this AD, contact Burl's Aircraft, LLC, P.O. Box 671487, Chugiak, Alaska 99567-1487; telephone: (907) 688-3715; fax (907) 688-5031; email burl@biginalaska.com; Internet: <http://www.burlac.com>.

(3) You may review copies of the service information at the FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, MO 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>.