FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2005-14

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Federal Aviation Administration
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Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2005-01

2004-26-09		Rolls-Royce Corporation	Engine: 250-B17, -B17B, -B17C, -B17D, -B17E, 250-C20, -C20B, -C20F, -C20J, -C20S, and -C20W Series Turboprop and Turboshaft
2004-26-11		Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, 430
2005-01-04	S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, C90B, E90, F90, H90, 100, A100, A100-1, (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99,, A99A, B99, C99
2005-01-10	S 74-06-01	The New Piper Aircraft, Inc	PA-23-235, PA-23-250, and PA-E23-250
2005-01-11		Pilatus Aircraft Ltd.	PC-12 and PC-12/45

Biweekly 2005-02

98-20-38 R1	R	Raytheon Aircraft Company	Beech 200 (A100-1 (U-21J)), Beech 200C, Beech 200CT, Beech 200T, Beech A200 (C-12A) or (C-12C), Beech A200C (UC-12B), Beech A200CT (C-12D), (FWC-12D), (RC-12D), (C-12F), (RC-12G), (RC-12H), (RC-12K), or (RC-12P), B200CT, and B200T
2005-01-14	S 2002-21-16	Bombardier-Rotax GmbH	Engine: 912 F, 912 S, and 914 F Series Reciprocating
2005-01-17	S 98-03-14	EXTRA Flugzeugbau GmbH	EA–300 and EA–300/S
2005-01-18	S 93-25-07	Raytheon Aircraft Company	A100–1 (U–21J), 200, B200, A200 (C–12A), A200 (C–12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC–12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12K), 200C, B200C, 200CT, 200T, B200C (C-12F), B200C (UC–12F), B200C (UC–12M), B200CT, 300, B300, B300C, and B300C
2005-01-19	S 2004-10-15	GARMIN International Inc	Appliance: GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S Transponders
2005-02-01		The Lancair Company	LC40–550FG and LC42–550FG

Biweekly 2005-03

2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65–90, 65–A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100–1 (RU–21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, and C99
2005-01-18	COR S 93-25-07	Raytheon Aircraft Company	A100–1 (U–21J), 200, B200, A200 (C–12A), A200 (C–12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC–12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12K), 200C, B200C, 200CT, B200CT, 200T, B200T, B200C (C–12F), B200C (UC–12F), B200C (UC–12M), B200CT, 300, B300C, and B300C
2005-02-11	COR	Gippsland Aeronautics Pty. Ltd.	GA8
2005-03-04		Pacific Aerospace Corp., Ltd.	750XL

Biweekly 2005-04

2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65–90, 65–A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100–1 (RU–21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-03-07		Bell Helicopter Textron Canada	Rotorcraft: 407
2005-03-08		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D, D1, and EC130 B4
2005-03-09		Eurocopter France	Rotorcraft: EC 155B, EC155B1, SA-360C, SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2005-03-10	S 2002-08-54	Bell Helicopter Textron	Rotorcraft: 222, 222B, 222U, and 230
2005-04-09	S 2004-26-11	Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, and 430

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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Biweekly 2005-05

2005-04-08		Hartzell Propeller Inc.	Propeller: HC-B3TN-5( )/T10282( )
2005-04-10		General Electric Company	Engine: CT58-140-1, CT58-140-2, and surplus military T58-GE-5, -10, -100, and "402 turboshaft
2005-04-16		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2005-05-51	E	Cessna Aircraft Company	402C and 414A
2005-05-52	E, S 2005-05-51	Cessna Aircraft Company	402C and 414A
2005-05-53	E	Cessna Aircraft Company	172R, 172S, 182T, and T182T
2005-05-53 R1	E, R, S 2005-05-53	Cessna Aircraft Company	172R, 172S, 182T, and T182T

Biweekly 2005-06

2005-05-14		Eagle Aircraft (Malaysia)	Eagle 150B
2005-05-15		Honeywell International Inc.	Engine: TFE731-2 and -2C series, and TFE731-3, -3A, -3AR, -3B, -3BR, and -3R series turbofan
2005-06-01		Eurocopter France	Rotorcraft: EC 155B and EC 155B1

Biweekly 2005-07

2005-05-52	FR, S 2005-05-51 and 2000-23-01	Cessna	402C and 414A
2005-05-53 R1	R, 2005-05-53	Cessna	172R, 172S, 182T, and T182T
2005-06-13	S 99-0602	Fairchild Aircraft, Inc.	SA226-AT, SA226-TC, SA226-T, SA226-T(B), SA227-TT, SA227-TT(300), SA227-AC, SA227-AT, SA227-BC, and SA227-CC/DC
2005-07-01		Cessna	208 and 208B

Biweekly 2005-08

83-08-01 R2	R, S 83-08-01 R1	Hartzell Propeller Inc.	Propeller: HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, and HC-B5MP-3 turbopropellers
2005-07-01	COR	Cessna	208 and 208B
2005-07-27	S 2000-18-04	Aviointeriors S.p.A.	Appliance: Model 312 Seats

Biweekly 2005-09

2005-08-06		Centrair	Glider: 101, 101A, 101AP, and 101P
2005-08-07		Pilatus Aircraft Limited	Sailplane: B4-PC11, B4-PC11A, and B4-PC11AF
2005-08-12		Centrair	Glider: 101, 101A, 101AP, and 101P
2005-08-13		Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-800B
2005-08-14		LET a.s.	Sailplane: Blanik L-13 AC
2005-09-51	E	Turbomeca S.A.	Engine: Arrius 2F Turboshaft

Biweekly 2005-10

2004-25-16 R1	R, 2004-25-16	Kelly Aerospace Power Systems	Appliance: Fuel regulator shutoff valve
2005-08-06	COR	Centrair	Glider: 101 Series
2005-09-05		Eurocopter France	Rotorcraft: EC120B
2005-09-06		Agusta S.p.A.	Rotorcraft: A119
2005-09-07		Agusta S.p.A.	Rotorcraft: A109E

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Biweekly 2005-11

2005-09-51	FR	Turbomeca S.A.	Engine: Arrius 2F turboshaft
2005-10-12		Schweizer Aircraft Corporation	Rotorcraft: 269C, C-1, and D
2005-10-13		Rolls-Royce Corporation	Engine: 250-B17B, -B17C, -B17D, -B17E, -C20, -C20B, -C20F, -C20J, -C20S, and -C20W turboprop and turboshaft
2005-10-14	S 2004-01-51	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2005-10-23		DG Flugzeubau GmbH and Glaser-Dirks Flugzeubau GmbH	Glider:DG-500MB and DG-800B
2005-10-24	S 2003-14-20	AeroSpace Technologies of Australia Pty. Ltd.	N22B, N22S and N24A
2005-11-01		Turbomeca S.A.	Engine: Arrius 1A turboshaft

Biweekly 2005-13

2005-12-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2005-12-06	S 96-12-07	Teledyne Continental Motors	Appliance: S-20, S-1200, D-2000, and D-3000 Series Magnetos
2005-12-08		Turbomeca S.A.	Engine: Arrius 2 B1, 2 B1A, 2 B1A-1, and 2 B2 turboshaft
2005-12-09		Grob-Werke	G120A
2005-12-12	S 79-10-15	Cessna Aircraft Company	401, 401A, 401B, 402, 402A, 402B, 411, and 411A
2005-12-13	S 2005-05-52	Cessna Aircraft Company	402C and 414A
2005-12-20		The Lancair Company	LC41-550FG
2005-12-51	FR	Rockwell International	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A**,** Harvard (Army AT-16), SNJ-7, and T-6G
2005-13-01	S 2004-18-01	Hoffmann Propeller GmbH & Co KG	Propeller: HO-V343 and HO-V343K
2005-13-07		Honeywell International Inc.	Engine: TFE731-2 and -3 series turbofan
2005-13-09		GROB-WERKE	G120A
2005-13-10		Cessna Aircraft Company	172R, 172S, 182T, T182T, 206H, T206H
2005-13-11		General Electric Company	Engine: CT64-820-4 turboprop
2005-13-12		Air Tractor, Inc.	AT–300, AT–301, AT–302, AT–400, and AT–400A, AT–401/AT–402, AT–602, AT–802 and AT–802A
2005-13-13		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2005-13-16	S 93-24-14	The New Piper Aircraft, Inc.	PA-34-200, PA-34-200T, and PA-34-220T
2005-13-17		Agusta. S.p.A.	Rotorcraft: AB412 Series
2005-13-23	S 2003-18-03	Eurocopter France	Rotorcraft: EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2005-13-25		Turbomeca S.A.	Engine: Arriel 2B

Biweekly 2005-14

2005-12-12	COR	Cessna	401, 401A, 401B, 402, 402A, 402B, 411, and 411A
2005-12-20	COR	Lancair Company	LC41-550FG

CESSNA AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
CORRECTION
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

CORRECTION: [*Federal Register: June 28, 2005 (Volume 70, Number 123); Page 37152; www.access.gpo.gov/su_docs/aces/aces140.html*]

2005-12-12 Cessna Aircraft Company: Amendment 39-14128; Docket No. FAA-05-21176; Directorate Identifier 2005-CE-25-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on June 22, 2005.

Are Any Other ADs Affected by This Action?

(b) Yes. This AD supersedes AD 79-10-15; Amendment 39-3711.

What Airplanes Are Affected by This AD?

(c) This AD affects Models 401, 401A, 401B, 402, 402A, 402B, 411, and 411A, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of fatigue cracks found in the lower wing spar caps. We are issuing this AD to prevent wing spar cap failure caused by undetected fatigue cracks. Such failure could result in loss of a wing with consequent loss of airplane control.

What Must I Do To Address This Problem?

(e) Repetitive Inspection and Modification of the Wing Spars:

(1) For Cessna Models 411 and 411A airplanes that do not incorporate Cessna Service Kit SK411-56, SK411-56A, SK411-56B, or SK411-59, maintain the repetitive inspections required by AD 79-10-15, Amendment 39-3711, and do the actions below. You may terminate the repetitive inspections of AD 79-10-15 after you incorporate the modification using the service information in paragraph (h)(2) of this AD:

If you have equal to or more than—	But less than—	Then initially inspect and modify using the service information in paragraph (h)(2) of this AD, and reinspect as specified in paragraph (e)(3) of this AD
(i) 18,000 hours time-in-service (TIS) on the wing or wing spar.	Not applicable	Within 100 hours TIS after June 22, 2005 (the effective date of this AD), unless already done.
(ii) 12,000 hours TIS on the wing or wing spar	18,000 hours TIS	Within 200 hours TIS after June 22, 2005 (the effective date of this AD), unless already done.
(iii) 10,000 hours TIS on the wing or wing spar	12,000 hours TIS	Within 400 hours TIS after June 22, 2005 (the effective date of this AD), unless already done.
(iv) 5,500 hours TIS on the wing or wing spar	10,000 hours TIS	Within 800 hours TIS after June 22, 2005 (the effective date of this AD), unless already done.
(v) 0 hours TIS on the wing or wing spar	5,500 hours TIS	At whichever of the following occurs later: • Upon accumulating 5,500 hours TIS on the wing or wing spar; or • Within 800 TIS after June 22, 2005 (the effective date of this AD), unless already done.

(vi) If the wings or wing spars were replaced with new or used wings or wing spars during the life of the airplane and logbook records positively show the TIS of the wings or wing spars, then initially inspect and modify at applicable wing or wing spar times in paragraphs (e)(1)(i) through (e)(1)(v) of this AD.

(vii) If the wings or wing spars were replaced with new or used wings or wing spars during the life of the airplane and logbook records cannot positively show the TIS of the wings or wing spars, then inspect and modify within 100 hours TIS after June 22, 2005 (the effective date of this AD), unless already done.

(2) For Cessna Models 401, 401A, 401B, 402, 402A, and 402B airplanes that do not incorporate Cessna Service Kit SK402-36, SK402-36A, SK402-36B, SK402-36C, SK402-46, or SK402-46A, maintain the repetitive inspections required by AD 79-10-15, Amendment 39-3711, and do the actions below. You may terminate the repetitive inspections of AD 79-10-15 after you incorporate the modification using the service information in paragraph (h)(1) of this AD:

If you have equal to or more than—	But less than—	Then initially inspect and modify using the service information in paragraph (h)(1) of this AD, and reinspect as specified in paragraph (e)(4) of this AD
(i) 18,000 hours TIS on the wing or wing spar	Not applicable	Within 100 hours TIS after June 22, 2005 (the effective date of this AD), unless already done.
(ii) 12,000 hours TIS on the wing or wing spar	18,000 hours TIS	Within 200 hours TIS after June 22, 2005 (the effective date of this AD), unless already done.
(iii) 10,000 hours TIS on the wing or wing spar	12,000 hours TIS	Within 400 hours TIS after June 22, 2005 (the effective date of this AD), unless already done.
(iv) 6,500 hours TIS on the wing or wing spar	10,000 hours TIS	Within 800 hours TIS after June 22, 2005 (the effective date of this AD), unless already done.
(v) 0 hours TIS on the wing or wing spar	6,500 hours TIS	At whichever of the following occurs later: • Upon accumulating 6,500 hours TIS on the wing or wing spar; or • Within 800 TIS after June 22, 2005 (the effective date of this AD), unless already done.

(vi) If the wings or wing spars were replaced with new or used wings or wing spars during the life of the airplane and logbook records positively show the TIS of the wings or wing spars, then initially inspect and modify at applicable wing or wing spar times in paragraphs (e)(2)(i) through (e)(2)(v) of this AD.

(vii) If the wings or wing spars were replaced with new or used wings or wing spars during the life of the airplane and logbook records cannot positively show the TIS of the wings or wing spars, then inspect and modify within 100 hours TIS after June 22, 2005 (the effective date of this AD), unless already done.

(3) For all Cessna Models 411 and 411A airplanes with Cessna Service Kit SK411-56, SK411-56A, SK411-56B, or SK411-59 incorporated, inspect in the following areas and repair or replace as necessary prior to further flight after the inspection where cracks are found. Inspection areas and procedures are defined in the Cessna Model 411 Supplemental Inspection Document (SID):

(i) Area "A" (Inspection ID 57-10-11): Initially upon accumulating 5,500 hours TIS after incorporating the applicable service kit on a wing spar or within the next 100 hours TIS after June 22, 2005 (the effective date of this AD), whichever occurs later, unless already done, and thereafter at intervals not to exceed 2,500 hours TIS.

(ii) Area "B" (Inspection ID 57-10-12): Initially upon accumulating 5,500 hours TIS after incorporating the applicable service kit on a wing spar or within the next 100 hours TIS after June 22, 2005 (the effective date of this AD), whichever occurs later, unless already done, and thereafter at intervals not to exceed 1,000 hours TIS.

(iii) Area "C" (Inspection ID 57-10-08): Upon accumulating 20,000 hours TIS after incorporating the applicable service kit on a wing spar or within the next 100 hours TIS after June 22, 2005 (the effective date of this AD), whichever occurs later, unless already done, and thereafter at intervals not to exceed 2,000 hours TIS.

(4) For all Cessna Models 401, 401A, 401B, 402, 402A, and 402B airplanes with Cessna Service Kit SK402-36, SK402-36A, SK402-36B, SK402-36C, SK402-46, or SK402-46A incorporated, inspect in the following areas and repair or replace as necessary prior to further flight after the inspection where cracks are found. Inspection areas and procedures are defined in the Cessna Models 401and 402 SID (compliance times in this AD take precedence over the compliance times in the SID):

(i) Area "A" (Inspection ID 57-10-11): Initially upon accumulating 15,000 hours TIS after incorporating the applicable service kit on a wing spar or within the next 100 hours TIS after June 22, 2005 (the effective date of this AD), whichever occurs later, unless already done, and thereafter at intervals not to exceed 5,000 hours TIS.

(ii) Area "B" (Inspection ID 57-10-12): Initially upon accumulating 7,500 hours TIS after incorporating the applicable service kit on a wing spar or within the next 100 hours TIS after June 22, 2005 (the effective date of this AD), whichever occurs later, unless already done, and thereafter not to exceed 5,000 hours TIS. You may request an alternative method of compliance to adjust the compliance times for these inspections by following the procedures in 14 CFR 39.19 and this AD.

(iii) Area "C" (Inspection ID 57-10-08): Upon accumulating 20,000 hours TIS after incorporating the applicable service kit on a wing spar or within the next 100 hours TIS after June 22, 2005 (the effective date of this AD), whichever occurs later, unless already done, and thereafter at intervals not to exceed 2,500 hours TIS.

(f) Wing Spar Replacement if Cracks Found During any Inspection Required by this AD:

(1) Prior to further flight, replace the wing spar with a new wing spar or a used wing spar where wing or wing spar hours TIS can be positively identified. Do not install used wings spars when you are not able to positively identify total wing or wing spar hours TIS.

(2) After replacement, initially inspect at the applicable time in paragraphs (e)(1)(i) through (e)(1)(vii) or (e)(2)(i) through (e)(2)(vii) of this AD and repetitively inspect at the times specified in paragraphs (e)(3)(i) through (e)(3)(iii) or (e)(4)(i) through (e)(4)(iii) of this AD.

(g) Reporting Requirement: Report any cracks you find within 10 days after the cracks are found or within 10 days after June 22, 2005 (the effective date of this AD), whichever occurs later. Do not report if no cracks are found. Include in your report the aircraft serial number, aircraft TIS, wing spar cap TIS, crack location and size, corrective action taken, and a point of contact name and phone number. Send your report to Paul Nguyen, Aerospace Engineer, FAA, ACE-118W, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4125; facsimile: (316) 946-4107.

(h) Service Information to Perform the Actions of this AD:

(1) Original issue dated September 24, 2001, and Revision 1, dated December 22, 2003, of both Cessna Multi-engine Service Bulletin MEB01-06 and Service Kit SK402-46A; and

(2) Original issue dated September 24, 2001, of both Cessna Multi-engine Service Bulletin MEB01-07 and Service Kit SK411-59.

May I Request an Alternative Method of Compliance?

(i) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office, FAA. For information on any already approved alternative methods of compliance, contact Paul Nguyen, Aerospace Engineer, FAA, ACE-118W, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4125; facsimile: (316) 946-4107.

Does This AD Incorporate Any Material by Reference?

(j) You must do the actions required by this AD following the instructions in Cessna Multi-Engine Service Bulletin MEB01-6 and Service Kit SK402-46, both dated September 24, 2001; Cessna Multi-Engine Service Bulletin MEB01-6, Revision 1 and Service Kit SK402-46A, both dated December 22, 2003; and Cessna Multi-Engine Service Bulletin MEB01-7 and Service Kit SK411-59, both dated September 24, 2001. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-05-21176; Directorate Identifier 2005-CE-25-AD.

Issued in Kansas City, Missouri, on June 7, 2005.

Kim Smith,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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THE LANCAIR COMPANY
AIRWORTHINESS DIRECTIVE
CORRECTION
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

CORRECTION: [*Federal Register: June 28, 2005 (Volume 70, Number 123); Page 37028; www.access.gpo.gov/su_docs/aces/aces140.html*]

2005-12-20 The Lancair Company: Amendment 39-14136; Docket No. FAA-2005-21357; Directorate Identifier 2005-CE-29-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on June 21, 2005.

Are Any Other ADs Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Model LC41-550FG airplanes, serial numbers 41001 through 41082, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD results from cracks found in the weld area of the elevator torque tube assembly. We are issuing this AD to detect and correct cracks in the elevator torque tube assembly, which could result in failure of the elevator torque tube assembly and subsequent loss of control of the airplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Note 1: The Lancair Company Certified Aircraft Mandatory Service Bulletin SB-05-005A, Model 400, dated May 20, 2005, allows the pilot to perform the visual inspection of the elevator torque tube assembly. The Federal Aviation Regulations (14 CFR 43.3) only allow the pilot to perform preventive maintenance as described in 14 CFR part 43, App. A, paragraph (c). These visual inspections are not considered preventive maintenance under 14 CFR part 43, App. A, paragraph (c). Therefore, an appropriately-rated mechanic must perform all actions of this AD.

Actions	Compliance	Procedures
(1) Visually inspect the area of weld joining the torque tube to the elevator end rib for cracks.	Before further flight after June 21, 2005 (the effective date of this AD), and before each flight until the action required in paragraph (e)(2) of this AD is done until a crack is found, whichever occurs first. It is acceptable to do the dye penetrant inspection and modification required in paragraph (e)(2) of this AD before further flight and eliminate the need for the visual inspection(s).	Follow Part 1 of The Lancair Company Certified Aircraft Mandatory Service Bulletin SB–05–005A, Model 400, dated May 20, 2005.
(2) Do a dye penetrant inspection of the area of weld joining the torque tube to the elevator end rib for cracks and modify the elevator torque tube assembly by installing a steel doubler.	Within 10 hours TIS after June 21, 2005 (the effective date of this AD). Doing the dye penetrant inspection and modification terminates the repetitive visual inspection required in paragraph (e)(1) of this AD. This modified elevator torque tube assembly has a safe limit of 300 hours TIS or 18 months after modification, whichever occurs first, and you must replace it at that interval.	Follow Part 2 of The Lancair Company Certified Aircraft Mandatory Service Bulletin SB–05–005A, Model 400, dated May 20, 2005, and Revision B to Chapter 4 of Maintenance Manual RC050001, dated May 25, 2005.
(3) Replace the elevator torque tube assembly with a new assembly that incorporates a steel doubler in the area of weld joining the torque tube to the elevator end rib.	Any time a crack is found during any inspection required in paragraphs (e)(1) and (e)(2) of this AD. You may do the replacement sooner if desired, in which case, you may discontinue the inspections in paragraphs (e)(1) and (e)(2) of this AD. The new replacement assembly has a safe life limit of 300 hours TIS or 18 months after replacement, whichever occurs first, and you must replace it at that interval.	Follow Part 2 of The Lancair Company Certified Aircraft Mandatory Service Bulletin SB–05–005A, Model 400, dated May 20, 2005, and Revision B to Chapter 4 of Maintenance Manual RC050001, dated May 25, 2005.

Note 2: The compliance times in this AD take precedence over the compliance times in the service information.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Seattle Aircraft Certification Office, FAA. For information on any already approved alternative methods of compliance, contact Mr. Jeffrey Morfitt, Program Manager, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98055-4065; telephone: (425) 917-6405; facsimile: (425) 917-6590.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in The Lancair Company Certified Aircraft Mandatory Service Bulletin SB-05-005A, Model 400, dated May 20, 2005. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service

information, contact The Lancair Company 22550 Nelson Road, Bend Oregon 97701; telephone: (541) 330-4191; e-mail: product_support@lancair.com. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-05-21357; Directorate Identifier 2005-CE-29-AD.

Issued in Kansas City, Missouri, on June 10, 2005.

Kim Smith,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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