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

BIWEEKLY 2005-12

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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

AD No.	Information	Manufacturer	Applicability

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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 2005-12

2005-11-05		Precise Flight, Inc.	Appliance: Standby vacuum system (SVS)
2005-11-06		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2005-11-07		Extra Flugzeugproduktions-Und Vertriebs-GmbH	EA-300, EA-300S, ES-300L, and EA-300/200
2005-11-08		GROB-WERKE	G120A
2005-12-01		Agusta S.p.A.	Rotorcraft: A109E
2005-12-02	S 98-10-12	Revo, Incorporated	Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, and Lake LA-4-200
2005-12-51	E	Rockwell International and Autair Ltd.	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

BW 2005-12

PRECISE FLIGHT, INC.
AIRWORTHINESS DIRECTIVE
APPLIANCE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

CORRECTION: In today's, June 7, 2005, Federal Register (FR) on pages 32992 and 32994, there are typos in the Directorate Identifier number of AD 2005-11-05. The correct directorate identifier number should be "2004-CE-30-AD". The Government Printing Office will issue a correction to this AD in the FR. We have corrected this copy.

2005-11-05 Precise Flight, Inc.: Amendment 39-14107; Docket No. FAA-2004-19354; Directorate Identifier 2004-CE-30-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on July 18, 2005.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Models SVS I and SVS IA standby vacuum systems (SVS), installed on, but not limited to, the following aircraft that are certificated in any category. These systems can be installed under the applicable supplemental type certificate (STC) or through field approval:

Affected STC	Make and model/series aircraft
SA2160NM	Raytheon Beech Models 23, A23, A23A, A23–19, 19A, B19, B19A, A23–24, B23, C23, A24, A24R, B24R, C24R, 35, A35, B35, C35, D35, E35, F35, G35, 35R, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 35–33, 35–A33, 35–B33, 35–C33, 35–C33A, E33, E33A, E33C, F33, F33A, F33C, G33, 36, A36, A36TC, B36TC, 4S(YT–34), A45(T– 34A, B–45), D45(T–34B), and Series 77.
SA2161NM	Raytheon Beech Model V35B.
SA2162NM	The Cessna Aircraft Company Models 321 (Navy OE–2), 172N, 172P, 172D, 172M, 172L, 172I, 172H (USAF T–41A), 172F (USAF T–41A), 172E, 172C, 172, 172Q, 172B, TR182, T182, 305B (Military T0–1D, 0–1D, 0–1F), R172E Series, 175C, 175B, 175A, R172F (USAF T–41D), P172D, 150, 150A, 150C, 150B, 150D, A152, A150M, 150M, 152, A150L, 150K, 150J, 150H, 150G, 150F, 210–5 (205), 210–5A (205A), T210R, P210R, T210N, 210N, P210N, 210M, T210L, 210K, T210K, 210J, T210H, 210H, T210G, T210F, 210F, 210D, 210C, 210B, 210A, 210L, 210, A185F, A185E, 185E, 185C, 185B, 185A, 185, 140A, 305A (USAF 0–1A), 305C (USAF 0–1E), 305D (USAF 0–1G), 305F, 120, 170B, 170A, 170, 207A, T207, 207, 206, P206B, P206, P206C, TU206A, TU206G, TU206E, TU206C, P206D, U206G, U206F, U206E, U206D, U206C, U206A, TP206E, TP206D, TP206C, TP206A, P206E, TU206D, T188C, A188B, A188, 188A, and 188.

SA2164NM	The Cessna Aircraft Company Model 180A.
SA2167NM	The New Piper Aircraft, Inc. Models PA–16S and PA–16, Series PA–24, Models PA–24–400, PA–24–250, PA–24, PA–24–260, PA–18S–‘‘135’’, PA–18‘‘105’’(Special), PA–18AS–‘‘135’’, PA–18A–‘‘135’’, PA–18–‘‘150’’, PA–19S, PA–19 (Army L–18C), PA–18S–‘‘150’’, and PA–18–‘‘135’’(Army L–21B), Series PA–18, Models PA–18–‘‘125’’(Army L– 21A), PA–18S, PA–18A, PA–18, and PA–18S–‘‘125’’, Series PA–19 and PA–20, Models PA–20, PA–20S, PA–20– ‘‘135’’, PA–20–‘‘115’’, and PA–22S–160, Series PA–22, Models PA–22–160, PA–22S–150, PA–22–150, PA–22, PA–22–108, PA–22–135, and PA–22S–135, Series PA–28, Model PA–28R–200, Series PA–28S and PA–28R, Models PA–28–236, PA–28–201T, PA–28R–180, PA–28RT–201T, PA–28RT–201, PA–28R–201, PA–28–181, PA–28S–180, PA–28R–201T, PA–28S–160, PA–28–235, PA–28–180, PA–28–161, PA–28–160, PA–28–151, PA–28–150, and PA–28–140, Series PA–25 (Normal Category (Cat.)), Models PA–25–260 (Normal Cat.), PA–25–235 (Normal Cat.),PA– 25 (Normal Cat.), L–14, PA–12S, PA–12, PA–14, PA–15, PA–17, PA–38–112, PA–46–310P, and PA–32–260, Series PA–32 and PA–32R, Models PA–32–300, PA–32–301T, PA–32–301, PA–32R–301T, PA–32R–301(HP), PA–32R– 301(SP), PA–32RT–300T, PA–32RT–300, PA–32R–300, and PA–32S–300, Series PA–36, Models PA–36–375 (Normal Cat.), PA–36–300 (Normal Cat.), and PA–36–285 (Normal Cat.)
SA2168NM	Learjet Inc. Model Learjet 24D Mooney Aircraft Corporation Models M20C, M20M, M20K, M20J, M20G, M20B, M20A, M20, M20F, M20E, and M22.
SA2683NM	Aermacchi S.p.A. Models F.260, F.260B, S.205–22/R, S.205–18/F, S.205–18/R, S.205–20/F, S.205–20/R, S.208A, and S.208 Aerocar, Incorporated Model I Aerodifusion, S.L. Model Jodel D–1190S Aeromere S.A. Model Falco F.8.L Aeronautica Macchi S.p.A. Models AL60, AL60–B, AL60–F5, and AL60–C5 Aeronautica Macchi S.p.A. & AerferIndustrie Aerospaziali Meridionali S.p.A. Model AM–3 Aeronca Aircraft Corporation Models S15AC and 15AC Ag Cat Corporation Models G–164B, G–164, and G–164A Alliance Aircraft Group, LLC Models H–395 (USAF L–28A or U–10B), H–250, H–295 (USAF U–10D), HT–295, H–391 (USAF YL–24), H–391B, H–700, and H–395A American Champion Aircraft Corp. Models 7AC, 7FC, 7ACA, S7AC, 7BCM (L–16A), 7CCM (L–16B), 7DC, S7DC, 7EC, S7EC, 7ECA, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 11BC, S11AC, S11BC, 11AC, 11CC, S11CC, 8KCAB, and 8GCBC Arctic Aircraft Company, Inc. Models S–1A, S–1A–65F, S–1A–85F, S–1A–90F, S–1B2, S–1B1 (Army L–6), and S–1B1 (Army XL–6) Augustair, Inc. Models 2150A, 2180, and 2150 Avions Jodel Models D–1190, 150, D–140–B, and DR–1050 Bellanca Aircraft Corporation Models 14–19–2, 14–19–3A, 17–30, 17–31, 17–31TC, 14–9, 14–9L, 14–12F–3, 14–13, 14–13–2, 14–13–3, 14–13–3W, 17–30A, 17–31A, and 17–31ATC Biemond, C. Model Teal CB1 Board, G.R. Model Columbia XJL–1 Booth, Lee F. dba Taylorcraft Aerospace Models F21, F21A, and F19 Chaparral Motors, Inc. Models 2T–1A–1 and 2T–1A–2 Clark Aircraft, Inc. Models 12 and 1000 Commander Aircraft Company Models 114A, 112, 112B, 112TCA, 114, and 112TC C. Itoh Aircraft Maintenance and Engineering Co., Ltd. Model N–62 DaimlerChrysler Aerospace AG Models Bolkow Jr., BO–209–150 FV & RV, BO–209–160 FV & RV, and BO–209–150 FF Flugzeugwerke Altenrheim AG (FFA) Model AS 202/15 ‘‘BRAVO’’Found Brothers Aviation Limited Model FBA–2C Fuji Heavy Industries, Ltd. Models FA–200–180AO, FA–200–180, and FA–200–160 Funk Aircraft Company Model Funk C Goodyear Aircraft Corporation Model GA–22A

SA2683NM (*continued*)	Gulfstream Aerospace Corporation Model 111 Jamieson Corporation, The Model J–2–L1B Kearns, Edward Scott Model Trojan A–2 Luscombe Aircraft Corporation Model 11A Luscombe, The Don, Aviation History Foundation, Inc. Models T–8F, 8A, 8E, 8D, 8B, 8, 8F, and 8C Maule Aerospace Technology, Inc. Models Bee Dee M–4–210, Bee Dee M–4–180S, Bee Dee M–4–180C, Bee Dee M–4T, Bee Dee M–4–210S, Bee Dee M–4S, Bee Dee M–4–210T, Bee Dee M–4–210C, Bee Dee M–4–220S, Bee Dee M–4–220T, Bee Dee M–5–180C, Bee Dee M–5–200, Bee Dee M–5–210TC, Bee Dee M–7–235, Bee Dee M–6–235, Bee Dee M–4C, Bee Dee M–5–220C, Bee Dee M–5–235C, Bee Dee M–6–180, Bee Dee M–5–210C, Bee Dee MX–7–235, Bee Dee M–4, MX–7–160C, Bee Dee M–7 Series, Bee Dee MXT–7–180, Bee Dee MT–7–235, Bee Dee M–8–235, Bee Dee MX–7–160, Bee Dee MXT–7–160, Bee Dee MX–7–180A, Bee Dee MXT–7–180A, Bee Dee MX–7–180B, Bee Dee M–7–235B, Bee Dee M–6 Series, Bee Dee MX–7 Series, Bee Dee M–7–235C, Bee Dee M–4 Series, Bee Dee M–8 Series, Bee Dee MX–7–180C, Bee Dee M–7–260C, M–7–260, MT–7–260, Bee Dee MX–7–180, and Bee Dee M–7–235A Nardi S.A. Model FN–333 Navion Aircraft Company, Ltd. Models Navion (L–17A), Navion A (L–17B), Navion A (L–17C), Navion B, Navion D, Navion E, Navion F, Navion G, and Navion H Procaer Progetti Costruzioni Aeronautiche Models F 15/C, F 15/B, and F 15/E Prop-Jets, Inc. Models 200, 200A, 200B, 200C, and 200D REVO, Incorporated Models Lake LA–4–200, Colonial C–1, Colonial C–2, Colonial Lake Model 250, and Lake LA–4 Sky International Inc. Models S–1S, S–2A, S–2, and S–1T SOCATA—Groupe Aerospatiale Models MS880B, MS885, MS892A–150, MS892E–150, MS893A, MS893E, MS894A, MS894E, TB10, TB20, TB21, and TB9 Sud Aviation Models Gardan GY.80–160, Gardan GY.80–150, and Gardan GY.80–180 Swift Museum Foundation, Inc. Models GC–1A and GC–1B Tiger Aircraft LLC Models AA–1, AA–1A, AA–1B, AA–1C, AA–5, AA–5A, and AA–5B Univair Aircraft Corporation Models 415–C, 415–CD, 108–2, 108–3, and F–1 Univair Aircraft Corporation Models F–1A, E, 415D, M10, A–2–A, and A–2 Wright, Jr., Elzie Model F–1.
SE1779NM	Textron Lycoming, AVCO Corporation Series IGO–540, IO–320, IGSO–540, O–290, GSO–580, O–320, IGO–480, GO–480, GSO–435, O–435, SO–580–A1A, SO–580–A1B, SO–580, O–540, VO–540, TIO–541, TIO–360, TO–360, and LTO–360.
SE1780NM	Curtiss-Wright Corporation Models A70 and A70–2 Teledyne Continental Motors Series TSIO–470, A–65, A–75, C75, C–125, C–115, Models A100–1 and A100–2, Series E–165, E–185, O–200, C90, C145, O–300, E–225, O–470, IO–470, Models FSO–470A, FSO–526A, FSO–526–C, Series GO–300, Models GSO–526–A and 6–260–A, Series IO–360, Models 6–320–B, GIO–470–A, T6–320–A, IO–346–B, and IO–346–A, Series IO–520, GTSIO–520, TSIO–520, TSIO–360, and LTSIO–360.

Note: This AD affects Models SVS I and SVS IA only. The Model SVS III is addressed by AD-99-24-10, Amendment 39-11434 (64 FR 66747, November 30, 1999).

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of several reports of failed shuttle control valves of the SVS and one report of an airplane crash with a fatality in which improper use of the SVS was a factor. The actions specified in this AD are intended to correct problems with the SVS before failure or malfunction during instrument flight rules (IFR) flight that can lead to pilot disorientation and loss of control of the aircraft.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Incorporate the airplane flight manual supplement (AFMS) in the airplane flight manual with the appropriate revision in the FAA-approved airplane flight manual (AFM). (i) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the flight manual changes requirement of this AD. (ii) Make an entry in the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).	Within 30 days after July 18, 2005 (the effective date of this AD), unless already done.	Not applicable.
(2) Install placards described in the AFMS	Before further flight after incorporating the AFMS in the FAA-approved airplane flight manual (AFM) required by paragraph (e)(1) of this AD.	Follow the MANUAL VALVE Standby Vacuum System AFM SUPPLEMENT, dated February 4, 2000.
(3) Upgrade the Model SVS I or SVS IA SVS to the Model VI SVS, install the appropriate placards, and add the installation report including the instructions for continued airworthiness (ICA) to the maintenance schedule for the aircraft. (4) Do not install any Model SVS I or SVS IA SVS without also doing the actions required by paragraphs (e)(1), (e)(2) and (e)(3) of this AD.	Within 1 year after July 18, 2005 (the effective date of this AD), unless already done. As of July 18, 2005 (the effective date of this AD).	Follow Precise Flight, Inc. Installation Report No. 08074, Standby Vacuum System Model VI Upgrade Kit, dated January 7, 2000. Not applicable.

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 (ACO), FAA. For information on any already approved alternative methods of compliance, contact Mr. Tin Truong, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4065; telephone: (425) 917-6486; 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 Precise Flight, Inc. Installation Report No. 08074, Standby Vacuum System Model VI Upgrade Kit, dated January 7, 2000 and the MANUAL VALVE Standby Vacuum System AFM SUPPLEMENT, dated February 4, 2000. 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 Precise Flight, Inc., 63354 Powell Butte Road, Bend, Oregon 97701, telephone: (800) 547-2558; facsimile: (541) 388-1105; electronic mail: preciseflight@preciseflight.com; Internet: *http://www.preciseflight.com/svs.html*. 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-2004-19354; Directorate Identifier 2004-CE-30-AD.

Issued in Kansas City, Missouri, on May 25, 2005.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-10864 Filed 6-6-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-12

PILATUS AIRCRAFT LTD.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-11-06 Pilatus Aircraft Ltd.: Amendment 39-14108; Docket No. FAA-2005-20720; Directorate Identifier 2005-CE-17-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on July 18, 2005.

What Other ADs Are Affected By This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Models PC-12 and PC-12/45 airplanes, Manufacturers Serial Numbers (MSN) 101 through 620, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland. The actions specified in this AD are intended to prevent an out-of-trim condition from occurring when the flaps are at a 40-degree flight phase and the pilot disconnects the autopilot. This condition could lead to reduced ability to control the airplane.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Insert Temporary Revision No. 11 (Report No. 02211) or No. 40 (Report No. 01973–001) into the Limitations Section of the PC–12 Pilot's Operating Handbook (POH).	Within the next 90 days after July 18, 2005 (the effective date of this AD), unless already done.	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may modify the POH as specified in paragraph (e)(1) of this AD. Make an entry into the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(2) Replace the pitch actuator, part number (P/N) 985.92.03.161, with an improved design pitch actuator, P/N 985.92.03.164; and make the associated wiring and circuit breaker changes (as applicable).	Within the next 18 months after July 18, 2005 (the effective date of this AD), unless already done.	Follow Pilatus PC12 Service Bulletin No. 22–004, dated December 21, 2004.
(3) Remove the Temporary Revision to the POH specified in paragraph (e)(1) of this AD after the pitch actuator is replaced as required in paragraph (e)(2) of this AD.	Before further flight after the pitch actuator is replaced with an improved design pitch actuator.	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may modify the POH as specified in paragraph (e)(3) of this AD. Make an entry into the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).
(4) Do not install a P/N 985.92.03.161 pitch actuator.	As of July 18, 2005 (the effective date of this AD).	Not applicable.

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, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

Is There Other Information That Relates to This Subject?

(g) Swiss AD Number HB-2005-128, effective date March 29, 2005, also addresses the subject of this AD.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in Pilatus PC12 Service Bulletin No. 22-004, dated December 21, 2004. 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 Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 6208; facsimile: +41 41 619 7311; e-mail: SupportPC12@pilatus-aircraft.com or from Pilatus Business Aircraft Ltd., Product Support Department, 11755 Airport Way, Broomfield, Colorado 80021; telephone: (303) 465-9099; facsimile: (303) 465-6040. 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-2005-20720; Directorate Identifier 2005-CE-17-AD.

Issued in Kansas City, Missouri, on May 25, 2005.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-10949 Filed 6-7-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-12

EXTRA FLUGZEUGPRODUKTIONS-UND VERTRIEBS-GMBH
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-11-07 Extra Flugzeugproduktions-Und Vertriebs-GmbH: Amendment 39-14109; Docket No. FAA-2005-20588; Directorate Identifier 2005-CE-11-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on July 18, 2005.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial numbers
(1) Group A:	
(i) EA–300	0 through 67.
(ii) EA–300S	0 through 31.
(iii) EA–300L	0 through 167, 168 through 170 (or converted to 1168 through 1170), 1171, 172 (or converted to 1172), 173 (or converted to 1173), and 1174 through 1181.
(iv) EA–300/200	0 through 31.
(2) Group B:	
EA–300, EA–300S, EA–300L, and EA–300/200.	All.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified in this AD are intended to prevent fuel from flowing behind the firewall in the case of a fuel leak. This could result in an in-flight fire, which could cause loss of the airplane and crew.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) For airplanes listed in Group A of paragraph (c)(1) of this AD: Seal with firewall sealant the gaps between the bottom fuselage cover (belly fairing) and the firewall.	Within the next 50 hours time-in-service (TIS) or 3 calendar months after July 18, 2005 (the effective date of this AD), whichever occurs first, unless already done.	Follow EXTRA Flugzeugproduktions-und Vertriebs-GmbH Service Bulletin No. 300–4–04, Issue: A, dated May 25, 2004.
(2) For airplanes listed in Group B of paragraph (c)(1) of this AD: Whenever you install the bottom fuselage cover (belly fairing), do the sealing procedure required by paragraph (e)(1) of this AD.	As of July 18, 2005 (the effective date of this AD), whenever you install the bottom fuselage cover (belly fairing).	Follow EXTRA Flugzeugproduktions-und Vertriebs-GmbH Service Bulletin No. 300–4–04, Issue: A, dated May 25, 2004.

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, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Karl Schletzbaum, Aerospace Engineer, ACE-112, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: 816-329-4146; facsimile: 816-329-4090.

Is There Other Information That Relates to This Subject

(g) German AD Number D-2004-489, dated November 11, 2004, also addresses the subject of this AD.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in EXTRA Flugzeugproduktions-und Vertriebs-GmbH Service Bulletin No. 300-4-04, Issue: A, dated May 25, 2004. 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 EXTRA Flugzeugproduktions-und Vertriebs-GmbH, Schwarze Heide 21, 46569 Hünxe, Germany; telephone: 011-011-49-2858-9137-30; facsimile: 49-2858-9137-30. 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-2005-20588; Directorate Identifier 2005-CE-11-AD.

Issued in Kansas City, Missouri, on May 26, 2005.

Kim Smith,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-11041 Filed 6-6-05; 8:45 am]

BILLING CODE 4910-13-P

BW 2005-12

GROB-WERKE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-11-08 GROB-WERKE: Amendment 39-14110; Docket No. FAA-2005-20590; Directorate Identifier 2005-CE-13-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on July 18, 2005.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Model G120A airplanes, 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 mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified in this AD are intended to replace front and rear main landing gear bearings that are susceptible to damage when exposed to high axial loads, which could result in failure of the landing gear bearing. This failure could lead to loss of control on landing.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Replace any part number (P/N) S20 main landing gear front and rear spherical bearings with improved spherical bearings (P/N SSRC 20 C2).	Within the next 100 hours time-in-service (TIS) after July 18, 2005 (the effective date of this AD), unless already done.	Follow GROB Service Bulletin No. MSB1121–054, dated November 22, 2004.
(2) Do not install any P/N S20 main landing gear front and rear spherical bearings.	As of July 18, 2005 (the effective date of this AD).	Not Applicable.

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, Standards Office, FAA. For information on any already approved alternative methods of compliance, contact Karl Schletzbaum, Aerospace Engineer, ACE-112, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: 816-329-4146; facsimile: 816-329-4090.

Is There Other Information That Relates to This Subject?

(g) German AD Number D-2005-075, dated February 9, 2005, also addresses the subject of this AD.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in GROB Service Bulletin No. MSB1121-054, dated November 22, 2004. 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 GROB-WERKE, Burkart Grob e.K., Unternehmenbereich Luft-und Raumfahrt, Lettenbachstrasse 9, 86874 Tussenhausen-Mattsies, Germany; telephone: 011 49 8268 998 105; facsimile: 011 49 8268 998 200. 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-2005-20590; Directorate Identifier 2005-CE-13-AD.

Issued in Kansas City, Missouri, on May 26, 2005.
Kim Smith,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-11042 Filed 6-6-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-12

AGUSTA S.P.A
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-12-01 Agusta S.p.A.: Amendment 39-14117. Docket No. FAA-2005-20511; Directorate Identifier 2004-SW-32-AD.

Applicability

Model A109E helicopters, serial numbers (S/N) 11084 through 11113 except S/N 11096, 11103, 11105, 11106, 11107, 11110, and 11111, certificated in any category.

Compliance

Required as indicated, unless accomplished previously.

To detect arcing or burns of the cable or relay and to prevent burning of the cable junction at a relay, a fire in the cockpit, and subsequent loss of control of the helicopter, do the following:

(a) Within 5 hours time-in-service, visually inspect the cable, part number (P/N) 109-0753-10, for arcing and burns in the splice area where it connects to relay K7212. Refer to Figures 1 and 3 of the Agusta Bollettino Tecnico No. 109EP-22, dated November 12, 2001 (ABT) for the location of the cable and the relay in the cockpit overhead panel.

(b) If arcing or burns are found, before further flight, replace the cable, P/N 109-0753-10, with an airworthy cable kit, P/N 109-0823-01-101 and test the electrical system by following the Compliance Instructions, Part II, of the ABT.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Safety Management Group, Rotorcraft Directorate, FAA, for information about previously approved alternative methods of compliance.

(d) Inspecting and replacing the cable and testing the electrical system must be done by following Agusta Bollettino Tecnico No. 109EP-22, dated November 12, 2001. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Agusta, 21017 Cascina Costa di Samarate (VA) Italy, Via Giovanni Agusta 520, telephone 39 (0331) 229111, fax 39 (0331) 229605-222595. Copies may be inspected 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*.

(e) This amendment becomes effective on July 13, 2005.

Note: The subject of this AD is addressed in Ente Nazionale per l'Aviazione Civile (Italy) AD 2001-481, dated November 13, 2001.

Issued in Fort Worth, Texas, on May 27, 2005.
David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 05-11256 Filed 6-7-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-12

REVO, INCORPORATED
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-12-02 Revo, Incorporated (Type Certificate 1A13 formerly held by Colonial Aircraft Company, Lake Aircraft Corporation, Consolidated Aeronautics, Inc., and Global Amphibians LLC): Amendment 39-14118; Docket No. FAA-2005-21092; Directorate Identifier 2005-CE-20-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on July 8, 2005.

Are Any Other ADs Affected By This Action?

(b) Yes. This AD supersedes AD 98-10-12; Amendment 39-10524.

What Airplanes Are Affected by This AD?

(c) This AD affects Models Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, and Lake LA-4-200, 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 several reports of fatigue cracks found in the horizontal stabilizer attachment fitting (part number (P/N) 2-2200-21) of Model LA-4-200 airplanes and one report of a Model LA-4-200 airplane accident with a fatality attributed to a fatigue crack in the horizontal stabilizer attachment fitting. We are issuing this AD to detect, correct, and prevent future cracks in the horizontal stabilizer attachment fitting (P/N 2-2200-21), which could result in failure of the horizontal stabilizer attachment fitting. This failure could result in loss of control of the airplane.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) *For airplanes with 825 hours time-in-service (TIS) or more on any horizontal stabilizer attachment fitting as of July 8, 2005 (the effective date of this AD):* (i) Replace the horizontal stabilizer attachment fitting (part number (P/N) 2–2200–21). (ii) If necessary, trim the horizontal stabilizer rear beam doubler flange to provide positive clearance to the fitting.	Within the next 25 hours TIS after July 8, 2005 (the effective date of this AD) Repetitively replace any horizontal stabilizer attachment fitting (P/N 2–2200–21) thereafter following paragraph (e)(3) of this AD.	Follow Revo, Inc. Service Bulletin B–78, dated April 3, 1998, paragraphs 2 and 3 of the INSPECTION and REPAIR section and the APPENDIX.
(2) *For airplanes with less than 825 hours TIS on any horizontal stabilizer attachment fitting as of July 8, 2005 (the effective date of this AD):* (i) Remove the horizontal stabilizer attachment fitting (P/N 2–2200–21) from the airplane and inspect for cracks (using dye penetrant), fretting, or corrosion. To take ‘‘already done’’ credit for this, you must have removed the fitting from the airplane when the inspection was done. (ii) Replace any horizontal stabilizer attachment fitting if you find any cracks, fretting, or corrosion.	Inspect within the next 25 hours TIS after July 8, 2005 (the effective date of this AD), unless already done. If cracks, fretting, or corrosion is found, replace before further flight after the inspection.	Follow Revo, Inc. Service Bulletin B–78, dated April 3, 1998, INSPECTION and REPAIR section and the APPENDIX.
(3) *For all airplanes:* Repetitively replace the horizontal stabilizer attachment fittings upon accumulating 850 hours TIS on the fittings.	Every 850 hours TIS	Follow Revo, Inc. Service Bulletin B–78, dated April 3, 1998, paragraphs 2 and 3 of the INSPECTION and REPAIR section and the APPENDIX.
(4) *For all airplanes:* Measure the gap between the horizontal skin and the horizontal stabilizer attachment fitting (P/N 2–2200–21). If gap is less than 1⁄16-inch, trim the skin to provide at least 1⁄16-inch gap.	Before further flight after any replacement of the fitting required by paragraphs (e)(1), (e)(2), and (e)(3) of this AD.	Follow Revo, Inc. Service Bulletin B–78, dated April 3, 1998.

(5) *For all airplanes:* Repetitively inspect (visual) the horizontal stabilizer attachedment fitting using the following procedures. (i) Move the elevator as required to see the fitting, ensuring that the aft face of the fitting is visible. (ii) Clean the fitting. Pay special attention to the radius edges of the fitting just outboard of the fitting ear. (iii) Visually inspect the fitting for cracks using a flashlight (a small magnifying glass or borescope is recommended). Pay special attention again to the radius edges just outboard of the fitting ear. Also, inspect as far forward on the edge that is possible because some cracks progress along the forward face of the fitting that is mostly hidden by the horizontal stabilizer rear beam. (iv) Reference the sketch on page 1 of the Service Bulletin B–78 to see where the crack is likely to begin. (v) Replace the fitting prior to further flight if cracks are found during any of these inspections.	Repetitively inspect at whichever of the following that occurs first (first repetitive starts after the initial inspection or replacement): • 50 hours TIS; or • the next annual inspection Replace the fitting prior to further flight after any inspection where cracks are found.	Follow the procedures presented in the Actions column of this paragraph, including the sketch on page 1 of the Service Bulletin B–78.
(6) *For all airplanes:* Report to FAA the results of the initial inspection required by paragraph (e)(2) of this AD even if no damage is found, and report the results of the repetitive inspections required by paragraph (e)(2) of this AD only if cracks are found. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of Paperwork Reduction Act of 1980 (44 U.S.C. 3501 and those following sections) and assigned OMB Control Number 2120–0056.	Within 10 days after the inspection required by paragraph (e)(2) or (e)(5) of this AD or within 10 days after July 8, 2005 (the effective date of this AD), whichever occurs later.	Send the form (Figure 1 of this AD) to FAA, Atlanta ACO, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703–6078; facsimile: (770) 703–6097.
(7) *For all airplanes:* Do not install used serviceable fittings, unless you know the number of accumulated hours TIS and have inspected following the requirements of paragraph (e)(2) of this AD.	As of July 8, 2005 (the effective date of this AD).	Not Applicable.

AD **-**-** INSPECTION REPORT	
1. Inspection Performed By:	*2. Telephone:*
3. Aircraft Model:	*4. Aircraft Serial Number:*
5. Date of AD Inspection:	*6. Total hours time-in-service (TIS) on the fitting:*
7. Cracks found? ☐ *Yes* ☐ *No* ☐ *Left fitting* ☐ *Right fitting*	*8. Length of Crack(s):* *Left fitting:* *Right fitting*
9. Fretting found? ☐ *Yes* ☐ *No* ☐ *Left fitting* ☐ *Right fitting*	*10. Corrosion found?* ☐ *Yes* ☐ *No* ☐ *Left fitting* ☐ *Right fitting*
Send to: Federal Aviation Administration Atlanta Aircraft Certification Office 1895 Phoenix Boulevard, Suite 450 Atlanta, Georgia 30349 Telephone: (770) 703-6078 Facsimile: (770) 703-6097	

Figure 1.

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, Atlanta Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Cindy Lorenzen, Aerospace Engineer, FAA, Atlanta ACO, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6078; facsimile: (770) 703-6097.

May I Obtain a Special Flight Permit for the Initial Inspection or Replacement Requirement of This AD?

(g) Yes. Special flight permits are allowed for this AD with these limitations:
(1) Vne reduced to 121 m.p.h. (105 knots); and
(2) No flight into known turbulence.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in Revo, Inc. Service Bulletin B-78, dated April 3, 1998. 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 Revo, Incorporated, 1396 Grandview Boulevard, Kissimmee, FL 34744. 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, S.W., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2005-21092;
Directorate Identifier 2005-CE-20-AD.

Issued in Kansas City, Missouri, on June 2, 2005.
Kim Smith,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-11361 Filed 6-9-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-12

ROCKWELL INTERNATIONAL and AUTAIR LTD
AIRWORTHINESS DIRECTIVE
EMERGENCY
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-12-51 ROCKWELL INTERNATIONAL (Aircraft Specification No. A-2-575 previously held by NORTH AMERICAN and recently purchased by BOEING) and AUTAIR LTD. (Aircraft Specification No. AR-11 previously held by NOORDUYN AVIATION LTD.):

When Does This AD Become Effective?

(a) This emergency AD becomes effective upon receipt.

Are Any Other ADs Affected By This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Models 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 airplanes, 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 a report of a Rockwell International Model SNJ-6 (AT-6F) airplane crash that occurred on May 9, 2005, resulting in two fatalities. We are issuing this AD to detect and correct any fatigue crack in the inboard and outboard, upper and lower wing attach angles (except for the nose angles) of either wing, which could result in failure of the wing. This failure could lead to loss of control of the aircraft.

What Must I do to Address This Problem?

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

Actions	Compliance	Procedures
(1) Perform a fluorescent penetrant inspection of all inboard and outboard, upper and lower wing attach angles (except for the nose angles) of both wings for cracks. Replace the angles as necessary.	(i) Initially inspect before further flight after receipt of this emergency AD, unless previously done within the last 15 hours time-in-service (TIS).	Follow the Appendix to this AD.

	(ii) Repetitively inspect thereafter every 200 hours TIS. (iii) Replace angles as necessary prior to further flight after the inspection where cracks are found.	
(2) For all airplanes: Report to FAA the results of the initial inspection required by paragraph (e)(1) of this AD even if no damage is found and even if the inspection was previously done. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 and those following sections.) and assigned OMB Control Number 2120-0056.	Within 7 days after the inspection required by paragraph (e)(1) of this AD or within 7 days after receipt of this emergency AD, whichever occurs later.	Send the form (Figure 1 of this AD) to FAA, Los Angeles ACO, 3960 Paramount Blvd., Lakewood, CA 90712; facsimile: (562) 627-5210. E-mail: fred.guerin@faa.gov.
(3) You may operate the airplane to return/position the airplane to a home base, hangar, maintenance facility, etc., for the purpose of doing the inspection required by this AD provided you follow the limitations in paragraph (f) of this AD.	You may operate the airplane up to 10 hours TIS provided the flight(s) occur(s) no later than 30 days after June 8, 2005. This is a one-time provision.	Not Applicable.
(4) Special flight permits are allowed for this AD. See paragraph (f) of this AD for restrictions.	Use the procedures in 14 CFR part 39 and the restrictions in paragraph (f) of this AD.	Not Applicable.

Wing Attachment Angle Inspection Report for:

Models 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 Airplanes

Date:_____

Model of aircraft:_____

Aircraft serial number:_____

Aircraft registration number:_____

Hours on airframe (report known or estimated):_____

Cracks found (yes or no):_____

If yes, describe number of cracks, length, location, which angle it occurred (use another sheet if necessary: _____

_____

Type of operation of aircraft (aerobatic, non-aerobatic, for hire, etc.)_____

Address and phone number at aircraft location (FBO or local contact)_____

_____

_____

Name, address, and phone number of aircraft owner (if different from local contact):

_____

_____

_____

Send to: Fred Guerin, ANM-120L
Federal Aviation Administration
Los Angeles Aircraft Certification Office
3960 Paramount Blvd
Lakewood, CA 90712
E-mail: fred.guerin@faa.gov
Facsimile: (562) 627-5210

Figure 1

What Are the Flight Restrictions Specified in Paragraphs (e)(3) and (e)(4) of This AD?

(f) During the time allowed before compliance with the initial inspection required by paragraph (e)(1) of this AD, or for any approved special flight permit, you must adhere to the following limitations:

(1) Acrobatic maneuvers are prohibited.

(2) Flight into known or forecast moderate or severe turbulence is prohibited.

(3) Day visual flight rules (VFR) operation only.

(4) Single pilot operation only (Passengers prohibited).

May I Request an Alternative Method of Compliance?

(g) 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 Flight Standards inspector. The principal inspector may add comments and will send your request to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Fred Guerin, Aerospace Engineer, FAA, Los Angeles ACO, 3960 Paramount Blvd., Lakewood, CA 90712; telephone: (562) 627-5232; facsimile: (562) 627-5210.

Who Should I Contact with Questions Regarding This AD Action?

(h) Contact Fred Guerin, Aerospace Engineer, FAA, Los Angeles ACO, 3960 Paramount Blvd., Lakewood, CA 90712; telephone: (562) 627-5232; facsimile: (562) 627-5210.

Issued in Kansas City, Missouri, on June 8, 2005.

Kim Smith,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

Appendix to AD 2005-12-51

Wing Attachment Angle Inspection for:

Models 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 Airplanes

Procedures:

(1) Remove all outboard wing attach angle covers.

(2) Support outboard wing on appropriate stands to relieve the weight on the wing attach bolts.

(3) On the upper wing attach angles, except for the forward and aft five bolts on the angle, remove all of the through bolts that attach the outboard wing (Do not remove bolts in the nose angle).

(4) Remove all paint down to the bare metal using solvent on outer surface of affected angles. Do not sand or use media blasting or use any method that would cover up or contaminate a crack. This means not using Scotchbrite or a similar abrasive, which can contaminate a crack for penetrant inspection.

(5) Use the penetrant manufacturer's cleaner, acetone, or 90-percent or more alcohol solution to do a final surface cleaning preparation step before the fluorescent penetrant inspection.

(6) Perform an inspection of the outboard and inboard wing attach angles using a high sensitivity fluorescent dye penetrant inspection procedure per the penetrant manufacturer’s instructions. Pay particular attention to cracks that may be present in the edge of the spot faces closest to the radius of the angle. Also pay attention to any small cracks that may be emanating from the edge of the fasteners in any row of installed fasteners. Choose a commercially available fluorescent inspection method that requires the use of an ultraviolet (black light) in a darkened environment. Do not use dye penetrant, which is read under normal lighting conditions.

(7) Check the wing attachment angle for condition and for security of rivets and bolts.

(8) If no cracks or major defects are found, replace nuts and bolts following directions in paragraphs (11) and (12) of this appendix of this AD, clean angle, and apply a corrosion protectant coating paint (Alodine alone is not acceptable).

(9) On the upper wing, remove the forward and aft five bolts that were previously left in place, and inspect the remaining uninspected portion of the angles following the above procedure.

(10) On the lower wings, repeat the inspection on the bottom two attach angles in the same sequence as on the top angles.

(11) When replacing bolts in angles, use only nuts, bolts, and torque values as specified in “Erection and Maintenance No. AN01-60FFA-2” or “Erection and Maintenance No. AN01-60F-2” as applicable to the aircraft model. Bolts may be reused if upon inspection they are found to be in airworthy condition. Nuts may be reused as long as the nylon-locking feature is functional, and they cannot be turned onto the bolt with fingers. Torque values for 1/4-inch bolts are 60-65 inch/lb, and for 5/16-inch bolts are 100-105 inch/lb. These torque values supersede those in the manuals.

Appendix to AD 2005-12-51 (continued)

(12) To assure that the nuts do not contact the shoulder of the wing attach bolts and cause an under torque condition, assure that no more than two threads are protruding from nut after torquing. If more than two threads are protruding, replace with a bolt of the correct length.

(13) If any cracks are found, replace the angle with a new part. Send all cracked angles to Fred Guerin, Aerospace Engineer, FAA, Los Angeles ACO, 3960 Paramount Blvd., Lakewood, CA 90712.