LUFTFARTSVERKET
Luftfartsinspektionen

LUFTVÄRDIGHETSDIREKTIV (LVD)

A. Flygplan
Revo Incorporated
(Lake)
LVD Nr 2878

Sektion 2. Utlandstillverkad flygmateriel

TITEL: **Sprickkontroll av fenans infästning**

GÄLLER: Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P och Lake LA-4-200 alla S/N

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 98-10-12

TID FÖR ÅTGÄRD: Inom 25 flygtimmar räknat från 8 juni 1998 om ej tidigare utfört

UNDERLAG: FAA AD 98-10-12
REVO Service Bulletin B-78 daterad 3 april 1998 eller senare utgåva

REFERENS: FAA AD 98-10-12

BESLUTSDATUM: 1998-05-29

LFS 1998:39

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450

AIRWORTHINESS DIRECTIVE

Bilaga till LVD 2878

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

98-10-12 REVO, INCORPORATED: Amendment 39-10524; Docket No. 98-CE-48-AD.

Applicability: Models Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, and Lake LA-4-200 airplanes, all serial numbers, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 25 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent fatigue cracks in the horizontal and vertical stabilizer attachment fitting, which could result in loss of control of the airplane, accomplish the following:

(a) Measure the gap between the horizontal stabilizer rear beam and the attachment fitting for a clearance of 5/32 of an inch in accordance with the PROCEDURE section in REVO Service Bulletin B-78, dated April 3, 1998.

(1) If the gap between the stabilizer rear beam and the attachment fitting is less than 5/32-inch, prior to further flight, remove the fitting and visually inspect or inspect using a dye penetrant method for cracks, fretting, or corrosion in accordance with the INSPECTION AND REPAIR section in REVO Service Bulletin B-78, dated April 3, 1998.

(2) If any crack, fretting, or corrosion is present, prior to further flight, replace the attachment fitting with a new fitting in accordance with the INSPECTION AND REPAIR section in REVO Service Bulletin B-78, dated April 3, 1998.

(b) Measure the gap between the attachment fitting and the horizontal stabilizer skin for a clearance of 1/16 of an inch in accordance with the PROCEDURE section in REVO Service Bulletin B-78, dated April 3, 1998.

(c) If the clearance between the horizontal stabilizer skin and the attachment fitting is less than 1/16 of an inch, but the measurement required in paragraph (a) of this AD is at or greater than 5/32 of an inch, prior to further flight, trim the stabilizer skin to provide at least 1/16-inch clearance in accordance with the PROCEDURE section in REVO Service Bulletin B-78, dated April 3, 1998.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, Massachusetts 01803. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Boston ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Boston ACO.

(f) The inspection, modification, and replacement required by this AD shall be done in accordance with REVO Service Bulletin B-78, dated April 3, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from REVO, Incorporated, 50 Airport Road, Laconia Airport, Laconia, New Hampshire, 03246. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(g) This amendment becomes effective on June 8, 1998.

FOR FURTHER INFORMATION CONTACT:
Mr. Richard B. Noll, Aerospace Engineer, FAA, Aircraft Certification Office, 12 New England Executive Park, Burlington, Massachusetts 01803, telephone: (781) 238-7160; facsimile: (781) 238-7199.