

TITEL: Sprickkontroll av främre övre vingstöttans beslag till frambalken

GÄLLER: Modell 8KCAB alla S/N

ÅTGÄRD: För att undvika utmattningssprickor i de främre övre vingstöttornas beslag till främre vingbalken, vilket kan medföra vingseparation under flygning, utför åtgärder enligt bifogad kopia av FAA AD 90-15-15 R1

TID FÖR ÅTGÄRD: | I enlighet med FAA AD 90-15-15 R1 angiven tid och intervaller räknat från detta LVD's utgivningsdatum

UNDERLAG: | FAA AD 90-15-15 R1

REFERENS: | FAA AD 90-15-15 R1 och LFV skrivelse L 9008-1786-31202 daterad 90-08-02 och sänd till ägare/brukare.

UTGIVNINGSDATUM: 1991-05-23

LFS: 1991:12

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

AIRWORTHINESS DIRECTIVE REVISION



U.S. Department
of Transportation

Federal Aviation
Administration

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety. They are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (FAR 39.3).

90-15-15 R1 AMERICAN CHAMPION AIRCRAFT (BELLANCA, CHAMPION):

Amendment 39-6671 as amended by Amendment 39-6785;
Docket No. 90-CE-25-AD.

Applicability: Model 8KCAB airplanes (all serial numbers) that are equipped with upper wing front spar fittings part number (P/N) 2-1976, certificated in any category.

Compliance: Required as indicated after the effective date of this AD.

To prevent failure of the upper wing front spar strut fittings, P/N 2-1976, that could result in an in-flight separation of the wing, accomplish the following:

(a) Within the next 25 hours time-in-service (TIS) after the effective date of this AD or prior to the accumulation of 500 hours TIS on the front spar strut fittings (P/N 2-1976), whichever occurs later, unless previously accomplished within the last 250 hours TIS, and thereafter at intervals not to exceed 250 hours TIS from the last inspection, accomplish the following:

NOTE: Operators who have not kept records of hours TIS on individual front spar strut fittings (P/N 2-1976) may substitute airplane hours TIS instead.

(1) Remove the front spar strut fittings (P/N 2-1976) and strip all paint with a chemical stripper. Clean and prepare the fittings for a magnetic particle inspection.

(2) Conduct a magnetic particle inspection of the fittings for cracks, paying close attention to the areas near the welds.

(3) If cracks are not found, prior to further flight, clean the fittings and apply a spray coat or a dip coat of zinc chromate primer, reinstall the fittings, and return the airplane to service.

(b) If cracks are found as a result of the inspection required by paragraph (a)(2) of this AD, prior to further flight, replace any cracked fittings with one of the following:

(1) A new or serviceable fitting (P/N 2-1976) that has been inspected and treated per the requirements of paragraph (a) of this AD.

(2) A new American Champion Aircraft fitting (P/N 3-1658) that is installed in accordance with the instructions in American Champion Aircraft Service Kit 302, revised October 1, 1990.

(3) A new Safe Aircraft Repair, Inc. fitting (P/N SAR2-1976) and stiffener (P/N SAR2-5001) that are installed in accordance with the instructions in STC SA1514GL, issued to Safe Aircraft Repair, Inc. on August 27, 1990.

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(c) Upper wing front spar strut fittings (P/N 2-1976) may be replaced with new parts in accordance with paragraphs (b)(2) or (b)(3) of this AD regardless of whether cracks are found during the inspection required by paragraph (a) of this AD.

(d) Replacement of the upper wing front spar strut fittings (P/N 2-1976) with new parts in accordance with paragraphs (b)(2) or (b)(3) of this AD constitutes terminating action for the repetitive inspections required by paragraph (a) of this AD.

(e) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a location where the requirements of this AD can be accomplished.

(f) An alternate method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Chicago Aircraft Certification Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

(g) All persons affected by this directive may obtain copies of the documents referred to herein upon request to American Champion Aircraft, P.O. Box 37, Rochester, Wisconsin 53167; Telephone (414) 534-6315; or Safe Air Repair, Inc., 3325 Bridge Avenue, Albert Lea, Minnesota 56007; Telephone (507) 373-5408; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Airworthiness Directive 90-15-15 R1 revises AD 90-15-15, Amendment 39-6671.

This amendment (39-6785, AD 90-15-15 R1) becomes effective on May 14, 1991.

FOR FURTHER INFORMATION CONTACT:

Mr. Gregory J. Michalik, Chicago Aircraft Certification Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018; Telephone (312) 694-7135.