
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av vinginfästningsbultar samt vingbalk

GÄLLER: Modellerna AA-5, AA-5A, AA-5B och AG-5B alla S/N.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 95-19-15.

**TID FÖR
ÅTGÄRD:** Vid nästa 100 timmars tillsyn efter den 17 november 1995.

UNDERLAG: FAA AD 95-19-15.
American General Critical Service Bulletin SB-185 daterad 6 juli 1994 eller senare utgåva.

REFERENS: FAA AD 95-19-15.

**UTGIVNINGS-
DATUM:** 1995-10-20

LFS: 1995:52

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



AIRWORTHINESS DIRECTIVE

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

U.S. Department
of Transportation
**Federal Aviation
Administration**

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 and 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 (reference FAR Subpart 39.3).

95-19-15 AMERICAN GENERAL AIRCRAFT CORPORATION: Amendment 39-9377; Docket No. 94-CE-15-AD.

Applicability: Models AA-5, AA-5A, AA-5B, and AG-5B airplanes (all serial numbers), certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability revision, 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 (d) 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 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent wing attach shoulder bolt failure, which, if not detected and corrected, could lead to structural damage of the wing/fuselage to the point of failure, accomplish the following:

(a) Inspect the wing attach shoulder bolts (4), part numbers as specified in paragraphs (a)(1) and (a)(2) below, for fretting, scoring, wear, or enlarged or elongated mounting holes (known as damage from hereon) in accordance with the procedures included in the **INSPECTION** section of American General Critical Service Bulletin SB-185, dated July 6, 1994. Prior to further flight, replace any damaged parts with new or serviceable parts and repair any damaged areas in accordance with the applicable maintenance manual.

(1) The wing attach shoulder bolt part number for serial numbers AA-5-0001 through AA-5-0714 of the AA-5 series airplanes is 901044-1.

(2) The wing attach shoulder bolt part numbers for all serial numbers of the AA-5 series airplanes, except for serial numbers AA-5-0001 through AA-5-0714, is either 901044-3 or 901044-2.

(b) Inspect the wing spar at the center spar clearance gap for excessive clearance in accordance with the procedures included in the **INSPECTION** section of American General Critical Service Bulletin SB-185, dated July 6, 1994. If any gap exceeds .016-inch, prior to further flight, shim the spar to reduce the gap to a level not to exceed .008 inches in accordance with the instructions in the applicable maintenance manual.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

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

(e) The inspection required by this AD shall be done in accordance with American General Critical Service Bulletin SB-185, dated July 6, 1994. 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 Fletch Air, Inc., 9000 Randolph Street, Houston, Texas 77061. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief 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.

(f) This amendment becomes effective on November 17, 1995.

FOR FURTHER INFORMATION CONTACT:

Mr. Ozzie Lopez, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7359; facsimile (404) 305-7348.