



LUFTFARTSVERKET

Luftfartsinspektionen

**LUFTVÄRDIGHETSDIREKTIV
(LVD)**

A. Flygplan
Luscombe
LVD Nr 2755R2
Upphäver LVD 2755R1

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Korrosionskontroll av vingbalkar

GÄLLER: Luscombe modellerna 8, 8A, 8B, 8C, 8D, 8E, 8F och T-8F alla S/N.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 96-24-17R1.

TID FÖR ÅTGÄRD: Inom 12 månader räknat från 27 januari 1997.

UNDERLAG: FAA AD 96-24-17R1 med appendix Don Luscombe Aviation History Foundation Recommendation # 2 daterad 15 december 1993, reviderad 21 november 1995, eller senare utgåva.
Alternativa metoder enligt punkterna (1), (2) och (3) i FAA AD 96-24-17R1 är användbara.

REFERENS: FAA AD 96-24-17R1.

BESLUTSDATUM: 1998-03-02

LFS 1998:11

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.

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REVISED AIRWORTHINESS DIRECTIVE

Bilaga till LVD 2755R2

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).

Revision issued December 1997.

96-24-17 R1 THE DON LUSCOMBE AVIATION HISTORY FOUNDATION (formerly The Luscombe Aircraft Company): Amendment 39-10229; Docket No. 95-CE-99-AD. Revises AD 96-24-17, Amendment 39-9841.

Applicability: Models 8, 8A, 8B, 8C, 8D, 8E, 8F, and T-8F 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 12 calendar months after January 27, 1997 (the effective date of AD 96-24-17), unless already accomplished (compliance with AD 96-24-17).

To prevent wing spar failure from intergranular corrosion, which could result in structural failure of the wings and loss of control of the airplane, accomplish the following:

(a) For airplanes with metal covered wings:

(1) Install two additional wing inspection holes (left wing and right wing) using the Don Luscombe Aviation History Foundation (DLAHF) Kit #8007, Wing Access and Inspection Kit, in accordance with the Compliance Procedures section, paragraphs "1B Metal Covered Wings.", (a), (a1.) through (a9.), and (b.) of The Don Luscombe Aviation History Foundation Recommendation #2, dated December 15, 1993, REVISED November 21, 1995; and,

(2) Modify the wing tip fairing using the DLAHF Kit #8007, Wing Access and Inspection Kit, in accordance with the Compliance Procedures section, paragraphs "1B Metal Covered Wings.", (c), and (c1.) through (c5.) of The Don Luscombe Aviation History Foundation Recommendation #2, dated December 15, 1993, REVISED November 21, 1995.

(b) For all affected airplanes, inspect one time for intergranular corrosion in the areas of the front and rear spar extrusions of the wing installations and if corrosion is found, prior to further flight, replace the corroded part in accordance with the Compliance Procedures section, paragraph "1A. Fabric Covered Wings." or paragraph "2. Inspect" of The Don Luscombe Aviation History Foundation Recommendation #2, dated December 15, 1993, REVISED November 21, 1995, whichever paragraph is applicable to the wing construction of the airplane.

(c) For airplanes with metal covered wings, an alternative method of compliance for the required modification in paragraphs (a)(1) and (a)(2) of this AD can be accomplished in accordance with the procedures contained in the Appendix to this AD, unless already accomplished (compliance with AD 96-24-17).

NOTE 2: Although not required by this AD, the FAA recommends inspection of the spars for other forms of corrosion which may be a result of nest residue from rodent, bird, or insect infestation within the cavity of the wing. Advisory Circular 43-4A, Corrosion Control for Aircraft, dated July 25, 1991, contains the recommended maintenance procedures for treatment of such corrosion.

(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 (AMOC) or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California, 90712. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office. AMOC's approved in accordance with AD 96-24-17, are considered approved as AMOC's with this AD, including:

(1) DLAHF Service Recommendation #2, dated December 15, 1993, Revised: September 9, 1997, is an AMOC for the wing modifications, wing-tip modifications, corrosion inspection and replacement requirements, and general inspection/modification requirements of paragraphs (a)(1), (a)(2), (b), and (f) of this AD, respectively.

(2) J. Norris Luscombe Service Recommendation #97-1, Revision dated September 10, 1997, is an AMOC for the alternative inspection procedures in the Appendix to this AD.

(3) DLAHF Service Recommendation #7, dated October 23, 1997 (no revision), is an AMOC for the wing modifications, wing-tip modification, corrosion inspection and replacement requirements, and general inspection/modification requirements of paragraphs (a)(1), (a)(2), (b), and (f) of this AD, respectively.

NOTE 3: Information concerning the existence of AMOC's with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) The inspections and modifications required by this AD shall be done in accordance with The Don Luscombe Aviation History Foundation Recommendation #2, dated December 15, 1993, REVISED November 21, 1995. This incorporation by reference was previously approved by the Director of the Office of the Federal Register as of January 27, 1997 (61 FR 66900, December 19, 1996), in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from The Don Luscombe Aviation History Foundation, P.O. Box 63581, Phoenix, Arizona 85082. 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 (39-10229) becomes effective on January 27, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Sol Davis, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627-5233; facsimile (562) 627-5210.

APPENDIX TO AD 96-24-17 R1

I. ALTERNATIVE INSPECTION PROCEDURES FOR LUSCOMBE MODEL 8, 8A, 8B, 8C, 8D, 8E, 8F, T-8F AIRPLANES THAT HAVE NOT ACCOMPLISHED THE INSPECTION IN ACCORDANCE WITH THE PROCEDURES IN THE DON LUSCOMBE AVIATION HISTORY FOUNDATION RECOMMENDATION #2, DATED DECEMBER 15, 1993; REVISED NOVEMBER 21, 1995.

1. Remove ALL existing wing root fairings, wing inspection hole covers, and wing strut cover plates on both the right and left wing.
2. Loosen the rear wing spar root attach bolts on both the right and left wings (one each wing) to permit a small wing angulation.
3. Perform a visual inspection of the extruded rear spar aft face of the left and right wing.
4. Inspect the face of the aft rear spar from the root to the spliced sheet metal tip spar at the wing root fairing location.

NOTE: In the location under the forward spars, support both wings at normal height by any stable means, such as a ladder and padded lashed block. This will support the wing as the wing strut is removed. Avoid excess vertical angulation of the wing as this may stress the wing root attach point.

5. To permit removal of the wing strut, unbolt the wing strut and remove the strut carefully.
6. Using suitable light and the access gained by the wing strut hole, visually inspect the front of the rear spar and the rear of the front spar for abnormal bulges or erupted spar surfaces. (See also Note 2 in the body of AD 96-24-17 R1).
7. Remove the wing tip fairing by drilling out the rivets (using a #30 drill or smaller), and inspect the spars for abnormal bulges or erupted spar surfaces in the "U channel attach area" of each spar, and the outer lengths to the splices of the sheet metal spar extrusions. (See Note 2 in the body of AD 96-24-17 R1).

NOTE: Inspection of the front of the front spar may be performed by using the existing inspection holes and a "light trolley" on the upper aileron cable. The light trolley is made from a standard clear 110 volt bathroom night light connected to a candelabra socket lamp extension cord. Attach the light trolley to the upper aileron cable with a tie wrap, connect a wire of suitable length to the tie wrap and use this as a means to move the light along the face of the spar.

8. Replace rivets through the skin and front/rear spars with AN426 flush rivets to secure former, spar and skin. Install at least 6 rivnuts (3 on top/3 on bottom) through the skin and former. Reattach wing tip fairings with #8/32 rivnuts or #8/32 x 1/2 machine screws, through the fairing, skin, and formers.
9. Reassemble the wing strut on inspected wing, protecting the root joint by avoiding excess vertical deflection. Check the lock nuts for wear and replace as necessary. Torque the strut ends and wing root bolts using adequate torque (do not over torque the attach fittings).
10. If evidence of intergranular corrosion is detected, remove and replace the corroded part with an airworthy part.
11. Upon completion of the inspection, replace the wing root fairings, wing inspection hole covers and wing strut covers.