
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av sporrhjulsinfästning

GÄLLER: Extra EA-300 modeller EA-300/L och EA-300/200 enligt bifogad kopia av LBA AD 1998-001

ÅTGÄRD: Utför åtgärder angivna i Extra EA-300 Service Bulletin No. 300-2-97 daterad 25 september 1997

TID FÖR ÅTGÄRD: Före flygning

UNDERLAG: Extra EA-300 Service Bulletin No. 300-2-97 daterad 25 september 1997

REFERENS: LBA AD 1998-001 (kopia bifogas) samt LFV skrivelse L 1998-13-1041 daterad 1998-01-07 sänd till kända ägare/brukare

BESLUTSDATUM: 1998-01-15

LFS 1998:3

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
1998-001**

**Bilaga till LVD 2828
Luftfahrt-Bundesamt**
Airworthiness Directive Section
Lillenthalplatz 6
38108 Braunschweig
Federal Republic of Germany

Extra Flugzeugbau

Effective Date: January 15, 1998

Affected:

Kind of aeronautical product:

Aircraft

Manufacturer:

Extra, Hünxe, Germany

Type:

Extra EA 300

Models affected:

Extra EA-300L and EA-300/200

Serial numbers affected:

- EA-300/L: S/N 021 up to 048 and 012, 014 up to 020 if retrofitted with tail spring (i.e. for airtow release mounting)
- EA-300/200: S/N 001 up to 017

German Type Certificate No.:

1086

Subject:

Fuselage structure - tail wheel support

Reason:

The combination of a redesigned tail wheel support, a stiffer tail spring and rough field operation has led to cracks in the tail wheel support mounting base.

Action:

Inspection / Modification in accordance with the Service Bulletin.

Compliance:

- The first inspection must be done before the next flight. If cracks were found, the modification must be done immediately. If no cracks were found, repeat the inspection every 25 flight hours until the modification has been accomplished.
- The modification must be done within the next 100 flight hours or next annual inspection or if cracks were found during repetition inspections, whichever comes first.

Technical publication of the manufacturer:

Extra EA-300 Service Bulletin No. 300-2-97 dated September 25, 1997 which becomes herewith part of this AD and must be obtained from Messrs.:

Extra Flugzeugbau GmbH
Flugplatz Dinslaken
Schwarze Heide 21

D-46569 Hünxe
Federal Republic of Germany
Fax: + 49 (0) 2858 913730

Accomplishment and log book entry:

Action to be accomplished by an approved service station and to be checked and entered in the log book by a licensed inspector.